GROUP D ARCHITECTS

4 St Pauls Square
Liverpool
L3 9SJ

T: 0151 542 5027
E: info@groupdarchitects.com

RIBA
Chartered Practice

Dye House

Design & Access Statement

GDD2020-GDA-ZZ-XX-RP-A-2022-P02

00/ **Introduction**

01 / **Site context**

Strategic context

Pedestrian & public transport links

Education & employment

Recreation

Green spaces

Knowsley core strategy

Materials & massing

Typologies & density

Adjacent development

02 / **Constraints & Opportunities**

Noise

The Brook

Trees

Other

03 / **Pre-application**

Submission

Pre-app feedback

04 / **Proposal**

Design evolution

Amount

Access

Trees

Road network

Addressing the highway

Parking

External amenity

The brook

Noise

Refuse strategy

Character areas

Precedent projects

Elevation design

Material Palette

00 / **Introduction**

00 / **Introduction**

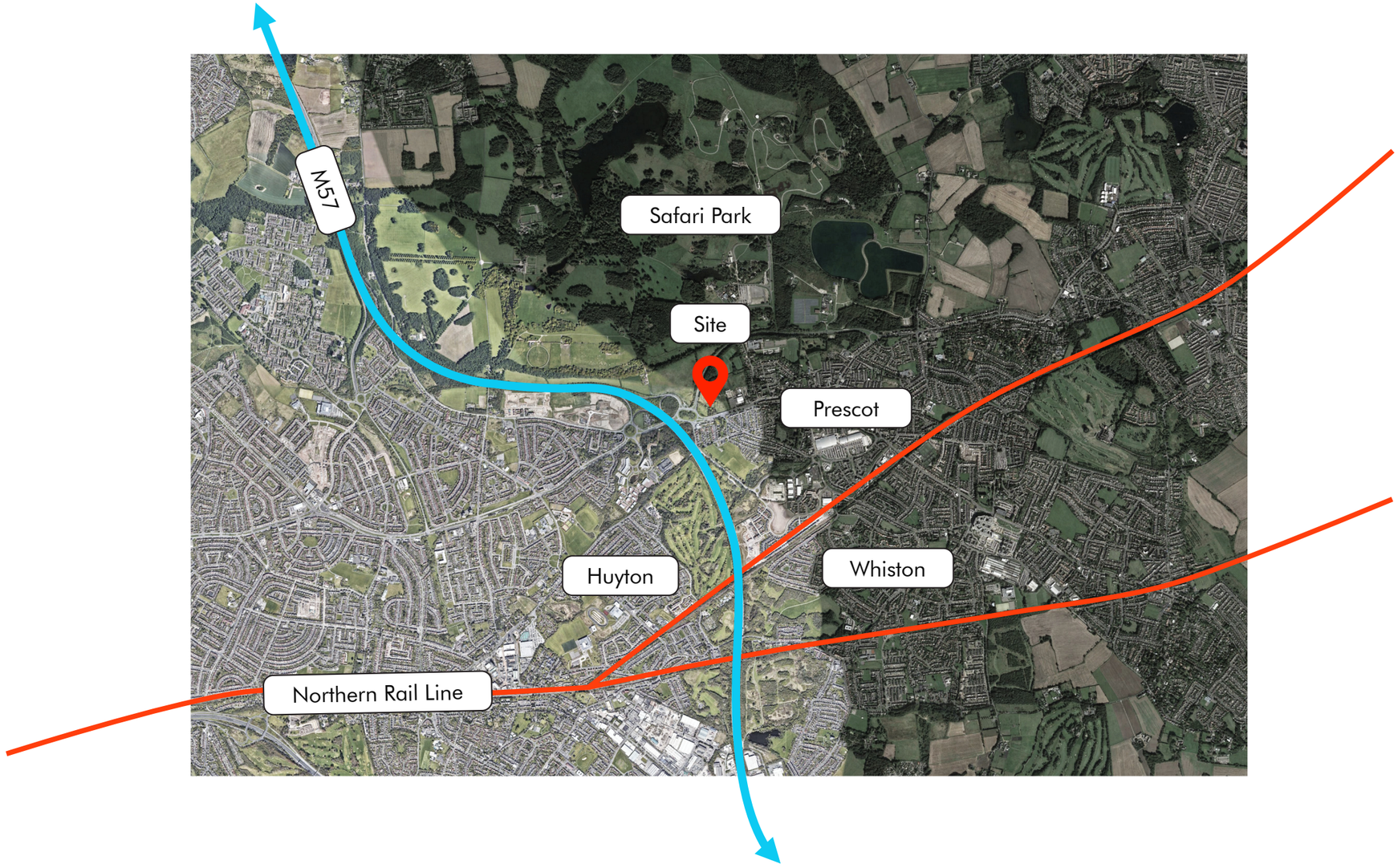
This document has been produced pursuant to the requirements of Section 327(b) of the Town and Country Planning Act 1990 and Article 4(c) of the Town and Country Planning (General Development Procedure) Order 1995 and is also in accordance with Circular 01/2006 as well as the guidance produced by CABE entitled 'Design and Access Statements - How to write, read and use them' which was published in 2006.

It is intended as a positive and helpful tool for the Council and interested third parties, and demonstrates how the design proposals have evolved, having regard to detailed consideration of the site opportunities and constraints, and to other, nearby emerging schemes that have also been awarded consent. The document has been prepared by Group D Architects Ltd.

The site subject to this application is currently occupied by a single dwelling and is surrounded by fields and greens, with a small section of nearby woodland.

This document aims to highlight design proposals, principals and considerations with regards to the development of the land at Dye House, Prescot and aims to demonstrate how the proposed development sits within the wider and local contexts of the area.

01 / **Site Context**

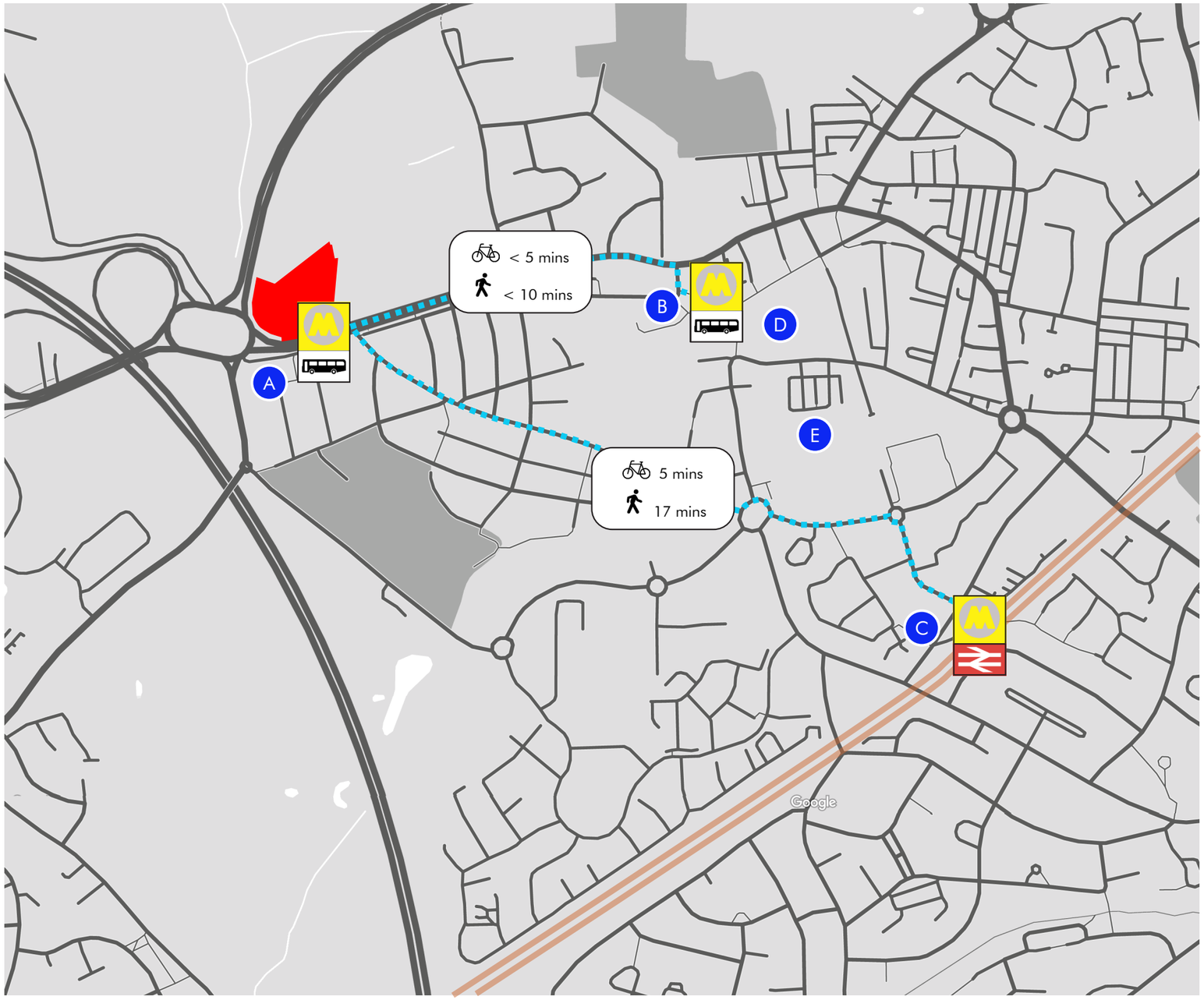


Strategic Context

Dye House is situated just off the M57, which links Northern and Southern parts of Liverpool. The site is just off the A58 Knowsley Safari Park junction and is itself within walking distance of the Safari Park entrance.

The site is bound by Knowsley Village to the north, Prescot to the east, Huyton to the West and Whiston to the South. Dovecot and Knotty Ash are further West which in turn lead into the city centre through Liverpool Road and Prescot road.

In strategic terms, the site is well connected to these areas with excellent road links & public transport options immediately adjacent to the site.



Pedestrian / Public Transport Links

The site sits on Liverpool road, with a bus stop directly adjacent to the site. Every unit within the development is within 1-2 minute walk of the bus stop. Bus routes directly accessible from Liverpool Road include the following:

A **Adjacent Bus Stop**

10/10A: Liverpool City Centre to St Helens via Kensington, Old Swan, Page Moss, Whiston Hospital and Prescot

290: Prescot to Kirkby via Knowsley Village

297: Kirkby to St Helens via Knowsley Village and Prescot

B **Prescot Bus Station**

The site is a 10 minute walk / 4 minute cycle ride to the Prescot Bus Station which offers many more bus routes including the following: 248, 10A, 61, 89, 99, 248, 297, 750, C50, 10A, 99

C **Prescot Train Station**

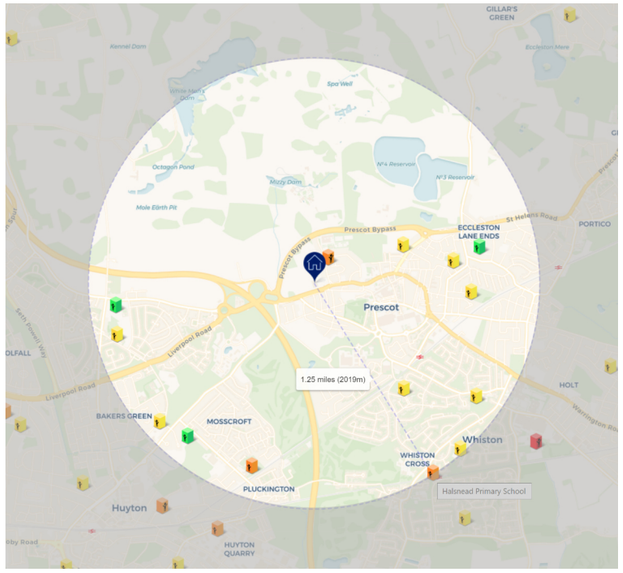
The site is a 17 minute walk / 5 minute cycle ride to Prescot Train Station which offers routes to Blackpool, Preston, Ormskirk and of course Liverpool City Centre.

Other nearby destinations

D The site is a 12 minute walk / 5 minute cycle ride to the centre of Prescot (centre of Eccleston St)

E The site is a 12 minute walk / 4 minute cycle ride to Cables Retail Park

The site is a 32 minute walk / 9 minute cycle ride to the centre of Huyton Village





(Opposite) Screenshot from 'Locrating.com' website which provides local schooling information.

Map displays a total of 14 schools within a 1.25 mile radius of the site

Immediate Context

The site lies at the edge of a predominantly residential area, although there are many green pockets of land. The street patterns are typically suburban, organic in nature and vary in density.

Education & Employment

The site is very well connected with close links to nearby schools, the high street area and the Cables retail park.

Kings Business Park is home to several prominent employers and sits just 0.5 miles from the site. Similarly, Prescot Business Park has emerged in recent years as a thriving commercial centre, and sits just 0.7 miles from Dye House.

The proximity of the M57 provides excellent transport links by road to the wider areas of Liverpool to the west and St Helens to the east, as well as links to Warrington and Manchester beyond via the nearby M62.



A Application site

B Kings Business Park (0.5 miles)

C Cables Retail Park (0.7 miles)

D Prescot Business Park (0.7 miles)













Recreation

A

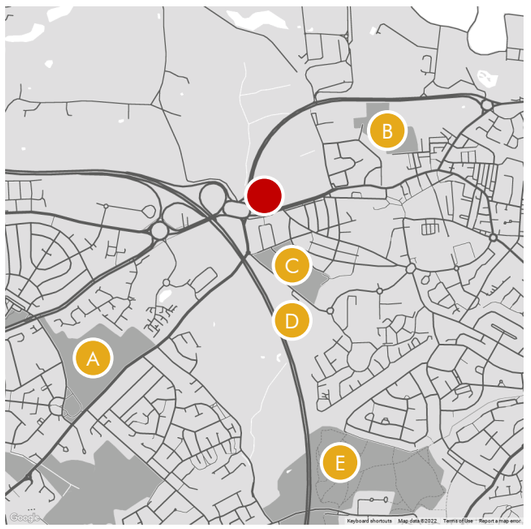
Recent years has seen a resurgence for Prescot High Street following several decades of decline. Signature restaurants such as 'Pinion' opening up have revitalised the hospitality micro-economy within Prescot with more and more bars and restaurants opening on a regular basis. The Local Authority have been active in their conscious efforts to redevelop the High Street, which has been broadly successful along with other town centres in the Borough such as Huyton and Kirkby.

B

An attraction of key importance for the Borough is the opening of the Shakespeare North theatre, opened this year. Just a 10 minute walk from the site, this is a hugely beneficial asset to the existing community and new community that develops as a result of the proposed development.

C

Perhaps the most notable feature of the area is Knowsley Safari Park that lies less than one mile North of the site and is an attraction which brings in visitors from all over the North West.













Credit: Steve Evans, Flickr

Green Spaces

The site has numerous green spaces within close proximity

A King George V playing fields are located just over a mile away and is a key provider of both children's and adult sporting activities for the area. This sits just over one mile away from the site.

B Eaton Street Park is a small community led park, home to a small children's play area, wildflower area and bowling pavilion restored within the last decade. This sits just under one mile away from the site.

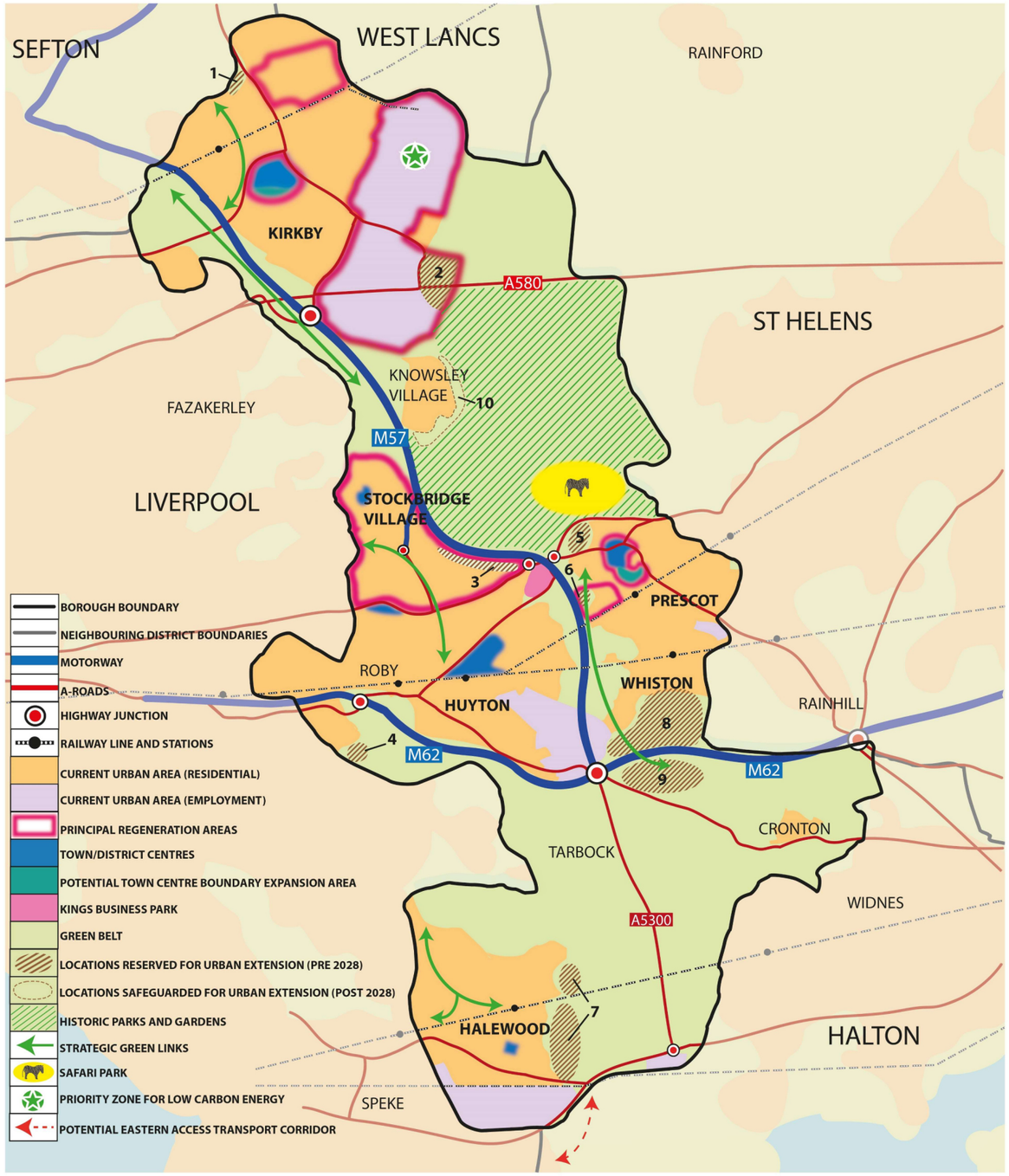
C The Browns Field play area and park is within just a 5-10 minute walk from the site. This park is a large public open space and hosts events during Summer months attracting visitors from across the borough.

D Stadt Moers is a large public country park spanning 220 acres. It is a huge asset to the Borough, with its ecological diversity and mix of open grassland, woodland and marsh land alike.

E Carr Lane Woods is home to a mix of woodland and open grassland as well as being a popular destination for anglers due to its large pond.



Map 5.1 Knowsley Key Diagram



Knowsley Core Strategy

- Map 5.1 Knowsley key diagram - Extract from the Knowsley Core Strategy Plan

  "5.10 Map 5.1 'Knowsley Key Diagram' illustrates the spatial strategy for the development of Knowsley to 2028 set out in Policy CS 1. It identifies the Principal Regeneration Areas and the areas identified for review of Green Belt boundaries to accommodate evidenced long term need for housing and employment growth (see Policy CS 5 'Green Belt'). It also summarises the Borough's spatial context, showing features such as roads and rail routes, town and district centres, and the broad extent of the existing urban areas and settlements. The spatial relationship with neighbouring districts is also illustrated".

- The site is located at point 5 on the adjacent map, which is identified as "locations reserved for urban extension".

- Incidentally, there is an emerging scheme on the surrounding land to the north and east of the site from Taylor Wimpey (also on plot 5), planning ref 19/00684/FUL, covering 20 acres and delivering some 227 new dwellings. The Taylor Wimpey scheme and proposed scheme here combine to form the land identified as point 5 on the adjacent map.

- Point 5 is hard up against the A58 which effectively splits urban areas to the south and "historic parks and gardens" to the north.













Local Character

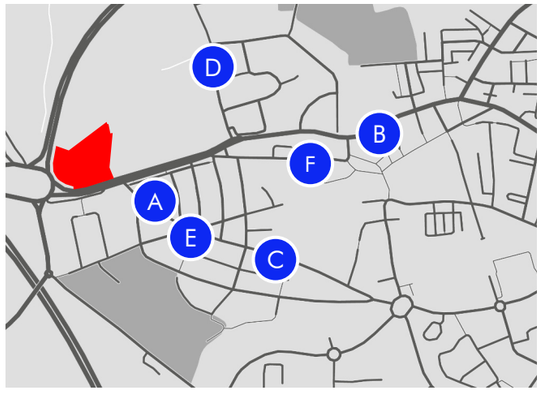
- The immediate surroundings of the site are predominantly residential with some identifiable threads of common language:

Materials

- The vast majority of the buildings are brickwork finish and they are typically handmade bricks
- There are aspects of brick detailing, displaying architectural flare typical of their era
- There is a mix of brick tones, including buff brown and red as displayed opposite with no single dominant shade.
- There is a dominance of grey roof tiles
- There is variation of window frame finishes with white timber, upvc and dark grey aluminium found.

Massing

- The vast majority of buildings have pitched roofs
- There is variation in two storey, two and a half storey and three storey
- Facing gables are are strong common feature



4 St Pauls Square | Liverpool | L3 9SJ | T: 0151 542 5027 | E: info@groupdarchitects.com











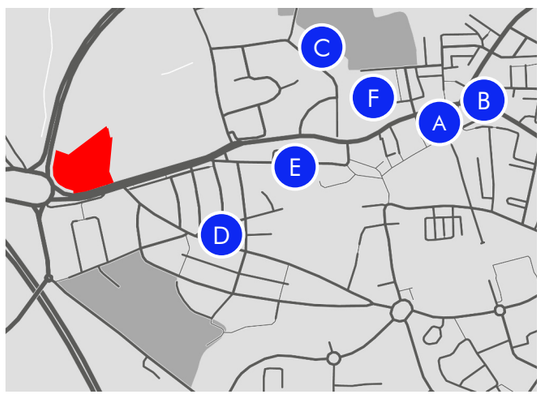


Typologies

- The majority of residential accommodation is typically in the form of houses.
- Houses vary from being two bedroom, predominantly 3 bedroom and four bedroom houses.
- Apartments are present mainly in the form of buildings built originally as single dwellings that have since been converted
- There are some detached dwellings, however these are in the minority.
- There are many semi-detached dwellings in addition to terrace/mews properties.

Density

- The area is of relative high density, with terraced streets being a feature of the area.
- Houses tend to have back gardens with an element of front gardens.
- Driveways are not always present, with on street parking being the main source of parking for many dwellings in the area, and therefore density is increased as a result.



Taylor Wimpey

Our current proposals
www.taylorwimpey.co.uk/proposed-developments/england/merseyside/prescot/whitakers-garden-centre



Adjacent development

- In 2019 an application was submitted by house builder, Taylor Wimpey on an adjacent site to Dye House
- The application was for the erection of 227 dwellings.
- The scheme was validated in January of 2020 and was approved in December of 2020
- The scheme is currently on site and construction is well under way

02 / **Constraints & Opportunities**

02 / Constraints & Opportunities

Noise Impact from roads

- Due to Liverpool Road and the A58 being on the perimeter of the site, the noise levels have the potential to impact the future development's amenity. This means that assessments will need to be carried out to identify what levels of acoustic treatment will be required, in order to comply with appropriate British Standards. Measures may have to be put in place to control the acoustics, such as acoustic fencing and design restrictions that will again enforce the British Standards.



02 / Constraints & Opportunities

8m Brook Stand-off zone

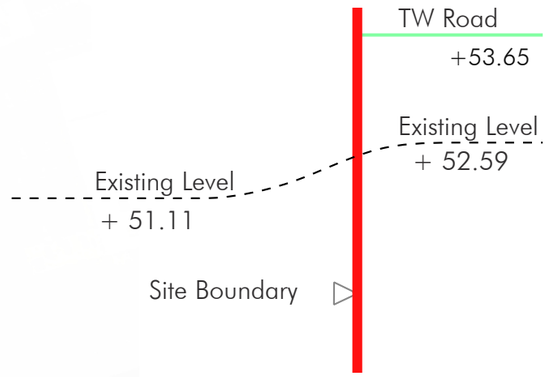
- The main constraint on the site involves the brook which runs all the way through the site. In order to preserve the brook, an 8m protection zone either side must be left undisturbed by the development. It is important to us that we preserve the Brook and its natural beauty, as we believe it will add value to the site, as well as celebrating and nurturing the natural environment. Therefore, the protection zone will be incorporated with care into our scheme. .



02 / Constraints & Opportunities



A Proposed Access from the Taylor Wimpy site provides a better 'through route'. However, the proposed site level will need to be mindful of the approved level. Please see diagram below:



B Due to existing site levels and surrounding drainage, a pump station is required for the scheme. A stand off zone must be incorporated, therefore the pump station must be located as to lessen its impact visually, and spatially upon the developable area of the site

C Current access to site not permissible due to its close proximity to two major junctions

02 / Constraints & Opportunities



Trees

- Although it is very important to us to retain as many trees as possible, it is evident that without the removal of a small portion of the trees, a single 'through route' becomes difficult to execute.

In order to create a road that will be accessible to the whole site, the trees shown in a black dotted line represent the trees that we need to be removed in order for a large portion of the site to be developable.

A Taylor Wimpey access road



02 / Constraints & Opportunities

The Brook

- Although the Brook is considered a constraint on the site, it is also a unique opportunity. Having an injection of nature run through the middle of the site immediately renders the site with great potential to be a desirable place to live, providing it is executed properly.





- As we have previously mentioned, retaining the Brook is an important part of our proposal. Embracing the objectives of the Environmental Agency, which involve bringing the general public closer to waterways. The presence of the Prescot Brook will bring the residents closer to nature in their everyday lives.

- People come together when there are things they collectively want to nurture and look after. The Brook will do exactly this for the residents creating an enjoyable place to live.

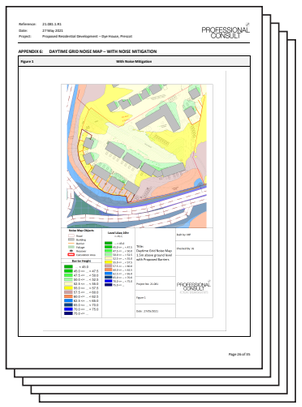
- It is an important selling point of this site to recognise the benefits of walking out of your front door in the morning, and being met by the calming effects of nature. Equally, not having to travel far to get that connection with nature creates a great sense of place and will only have positive effects for the residents.

- The brook provides a safe environment for wildlife habitat. This encourages biodiversity into the site. Not only will this be enjoyable for the residents, it is a mindful decision to nurture our planet and look after its natural beauty.

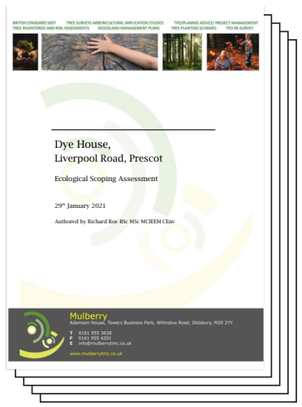
03 / **Pre-application**



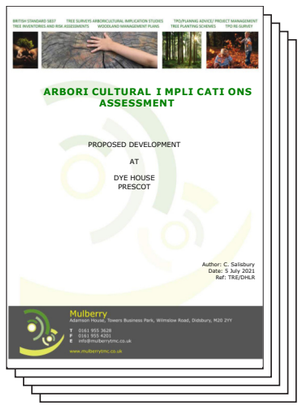
Architectural Drawings



Noise Impact Assessment



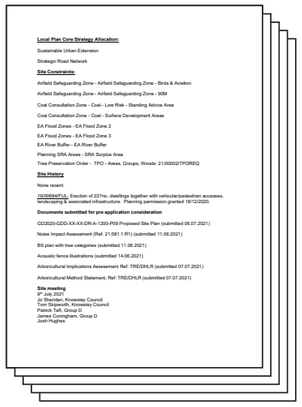
Ecology Assessment



Arboricultural Assessments

Pre-app submission

Pre-app feedback



Pre-app submission

- A pre-application submission was made on 26th May 2021

- The submission consisted of document containing site analysis, policy context and proposed Architectural drawings. To accompany this, a noise impact assessment was submitted along with Arboricultural reports. All document submitted are listed below:

- DYE-GDD-XX-XX-RP-A-0001 (submitted 26.05.2021)
- GD2020-GDD-XX-XX-DR-A-1200-P09 Proposed Site Plan (submitted 06.07.2021)
- Noise Impact Assessment (Ref: 21.081.1.R1) (submitted 11.06.2021)
- BS plan with tree categories (submitted 11.06.2021)
- Acoustic fence illustrations (submitted 14.06.2021)
- Arboricultural Implications Assessment Ref: TRE/DHLR (submitted 07.07.2021)
- Arboricultural Method Statement, Ref: TRE/DHLR (submitted 07.07.2021)

- The assigned planning officer was Jo Sheridan, who was the subsequently assigned planning officer for this full planning application.

- During the pre-app process, intensive and continuous dialogue was had with the planning officer, as well as officers from highways and the tree officer, Tom Skipworth.

- Several meetings were had throughout the process including 9th July 2021 and 7th October 2021

- The formal pre-app feedback was issued by Jo Sheridan on 1st October 2021



Proposed Pre-App Layout consisted of a total of 50 dwellings

Pre-app feedback

- The pre-application feedback was supportive of a residential development on the site
- The feedback offered guidance from consultees, including highways, ecology, Environment Agency and the Tree Officer.
- The feedback on each point has been acknowledged, scrutinised, and has informed the design evolution from the scheme submitted for pre-app to the scheme submitted as part of this application.
- Some key points raised are highlighted below:

A — As per Environment Agency feedback, a zone of 8m from either side of the brook is to be kept clear of gardens

B — Noise from the adjacent road was noted by Environmental Health, with a request to explore alternative layouts.

C — The need for a pump station was queried.

D — It was advised that policy regarding interface distances with the neighbouring housing development should be observed.

E — It was noted that privacy would be compromised by the close proximity of the public footpath and site levels

F — Further technical detail for shallow dig road construction in close proximity to trees must be provided

G — It was advised that all two bedroom houses as well as three bedroom houses must be provided with two parking spaces.

H — It was advised that an additional pedestrian access onto Liverpool Road would be welcomed.

I — It was advised that amenity for apartments must equate to 20sqm per unit. The scheme complied with this.

J — It was stated that the council would desire gardens to have 10m depth.

04 / **Proposal**



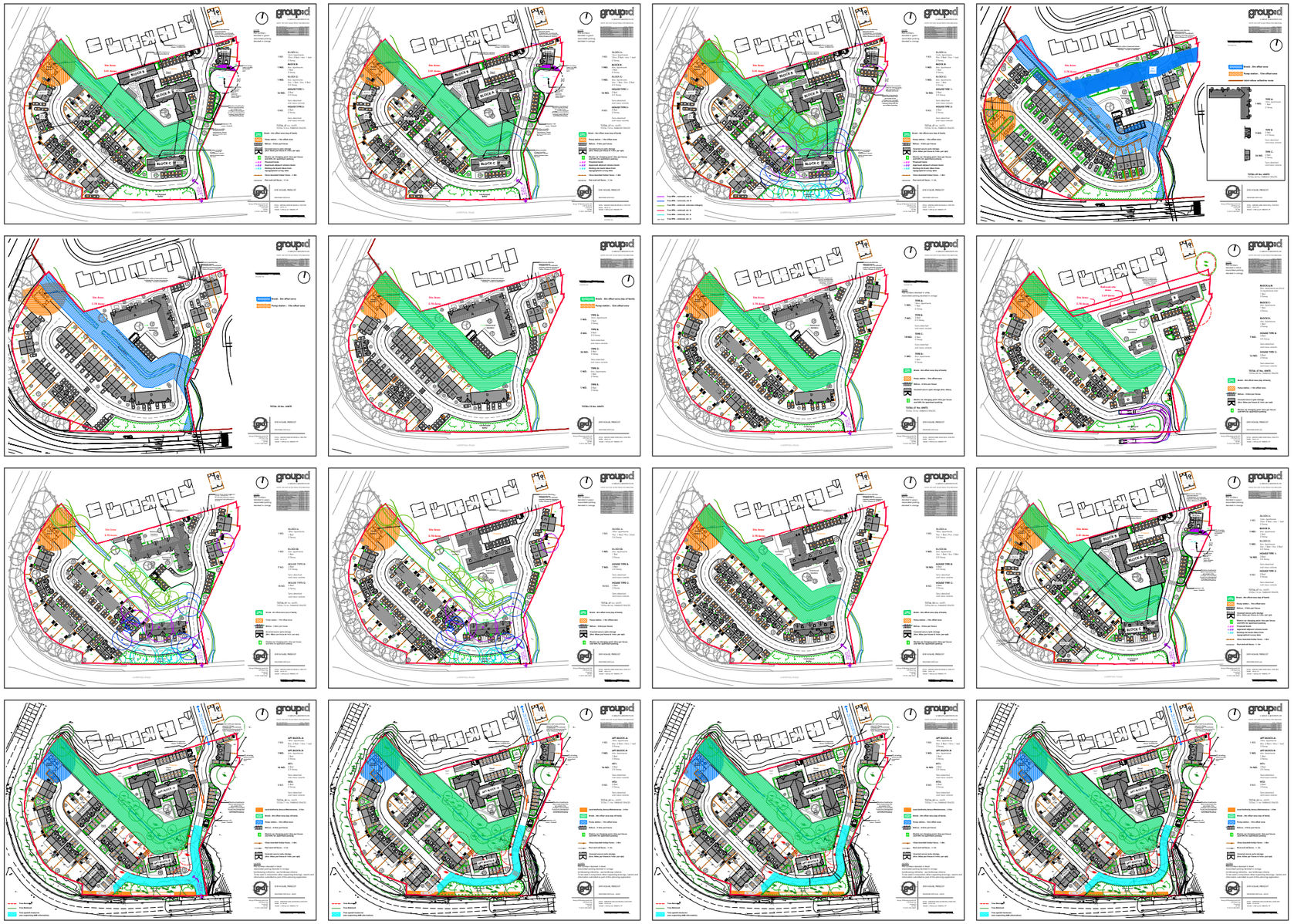
Proposed Scheme

•As a result of consistent and intensive liaison with the LPA, a scheme was finalised and submitted as part of this application.

•The following sections of this document will seek to communicate the many aspects of the scheme and the rationale behind their inclusion:

- Design evolution
- Amount
- Access
- Trees
- Road network
- Addressing the highway
- Parking
- External amenity
- The brook
- Noise
- Refuse strategy
- Character areas
- Precedent projects
- Elevation design
- Material Palette

4 St Pauls Square | Liverpool | L3 9SJ | T: 0151 542 5027 | E: info@groupdarchitects.com



Above represent a selection of the various iterations of the scheme produced with ongoing input from the planning officer and other consultees

Design Evolution

- There has been intensive ongoing liaison with the planning officer throughout the process of validation of this application.

- Throughout the process, consultees such as the Environment Agency and the council's highways department have been engaged with, aiding in the evolution of the design of the scheme.

- Some key areas for design development were:

  - Interface distances
  - Depth of gardens
  - Retention of particular trees
  - External amenity
  - Pedestrian access from Liverpool Road

- The points above were addressed with ongoing liaison with the planning officer and have since been resolved.

- A meeting was held on site on 7th July. In attendance were representatives of the applicant, the Architect, the Planning Officer (Jo Sheridan) and the Principal Highways Engineer for Major Development (Mark McCartney). At this meeting the following agreements were made:

  - The planning officer stated that a road of less than 5.5m would be accepted along with the omission of a footpath on one side of the road in the interest of increasing the depth of gardens backing onto Liverpool Road. This was supported by the Highways Officer. This has since been incorporated into the scheme

  - The Highways Officer stated that the council will need access for future maintenance to the sandstone wall along Liverpool Road. It was agreed that a 2.5m strip would be accepted. This has since been incorporated into the scheme



(A) **Block A**

•18 apartments (8no. 2 bedroom, 10no. 1 bedroom)



(B) **Block B**

•6 apartments (1 bedroom)



(C) **House Type 1**

•16no. 2 bedroom



(D) **House Type 2**

•5no. 3 bedroom

Amount

•The scheme submitted initially for pre-app consisted of a total of 49 dwellings, with a combination of two bedroom, three bedroom and one bedroom apartments.

•As a result of ongoing design development responding to LPA feedback, the number of units proposed has reduced to a total of 45.

•The scheme comprises a total of 45 residential units

•The scheme consists of 24 apartments

•The scheme consists of 21 houses

Mixed typologies

•A key objective of the scheme is to provide a mix of dwellings, spaces and density across the development. This helps to cater for the varying demands of a new diverse community, providing dwellings for single occupancy residents, couples and families of across the age spectrum.

•Houses are either semi-detached, or mews variants.

•All apartments within Block A, have their own front doors at ground level, helping to activate the frontages of the building.





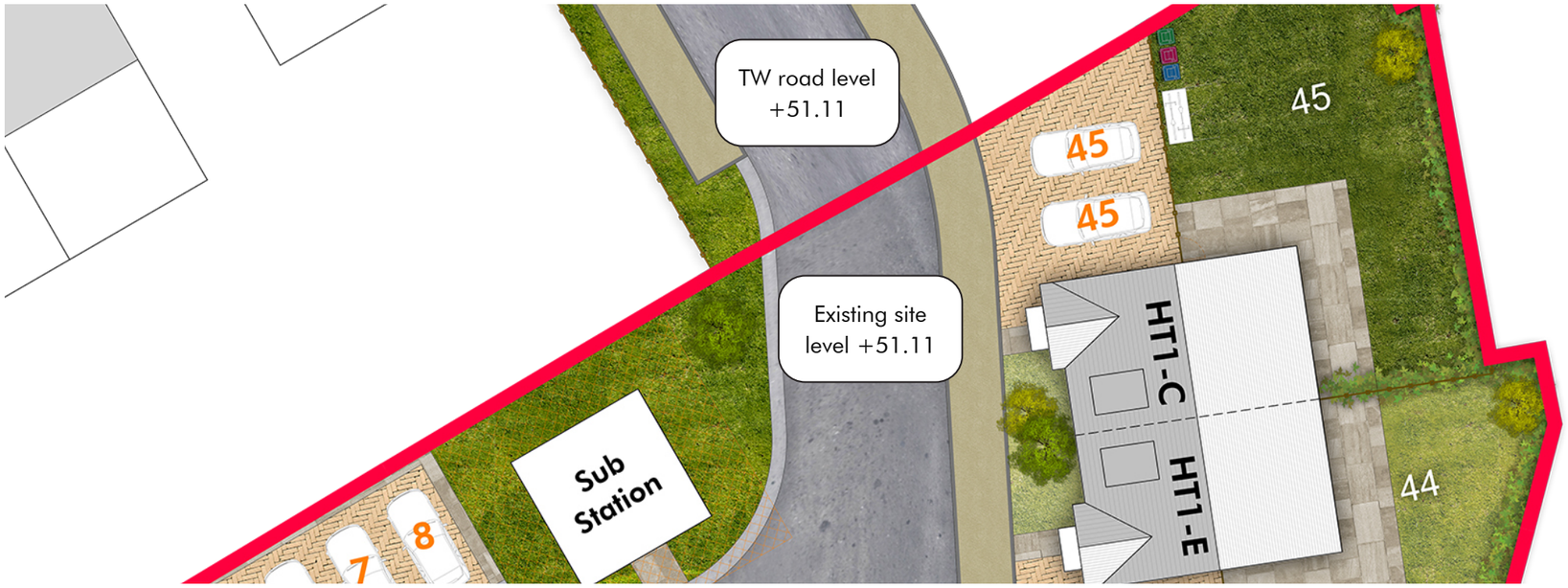
Access

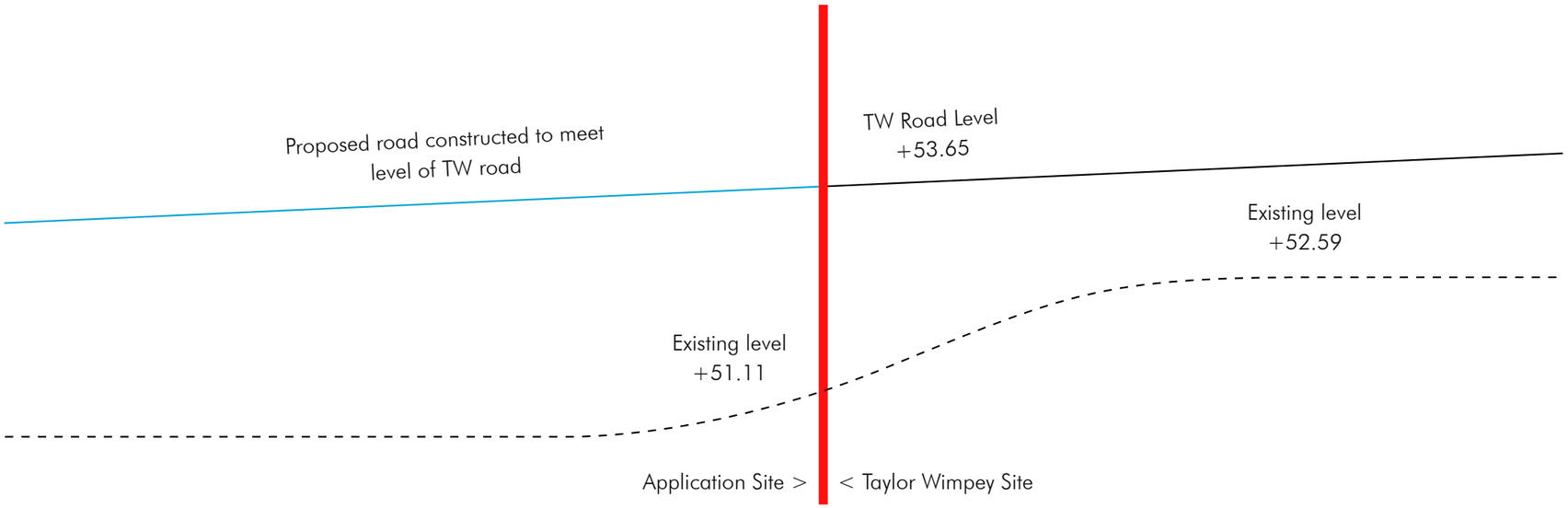
- The site has an existing access from Liverpool Road

- As established within the S106 for the adjacent development (application 19/00684/FUL) the site is provided with an access road via the neighbouring scheme.

- During the pre-application process, there was liaison with the council's highways department and discussions were had as to whether the existing access could be utilised as the primary access for the development. This was strongly opposed by the council, due to its close proximity to the existing junction and the main roundabout. Therefore it was confirmed that the council's preference was to utilise the neighbouring access road as the development's primary access.

- To enable the optimum connectivity for residents, the scheme provides a pedestrian and cycle path access from Liverpool Road





Taylor Wimpey Access Road

•The site is served by an access road to the North, which formed part of planning application 19_00684_FUL

•This development is currently under construction

•This access was introduced upon request by the local planning authority to ensure Dye House (with it being a site allocated for residential use) could be accessed by a road adequate to serve a multi-unit residential development

•The mechanism for ensuring the construction of the road is via S106 agreement

•During the pre-app process, a meeting was held between Group D Developments, the allocated planning officer and one of the local authority's highways officers and it was made clear that the primary access for this development must be this access road, and so it has therefore informed the scheme's layout

•Taylor Wimpey supplied the Architect with the GPS co-ordinated construction drawing which has set the exact location for the road

•As highlighted within the constraints section of this document, the road level (as set by application 19_00684_FUL) is circa 1.5m higher than the existing site level.

•This, along with other key factors has aided in setting the levels of the scheme across the site.

4 St Pauls Square | Liverpool | L3 9SJ | T: 0151 542 5027 | E: info@groupdarchitects.com



Trees

•Throughout the pre-app and subsequent full planning process, ongoing discussion with the Tree Officer has aided in developing a workable scheme, while serving the objective of keeping as many existing trees as possible.

•Meetings on site determined the specific trees that the tree officer was particularly keen to keep.

•An important factor in considering the retention of trees on site, was the Liverpool Road street scene. A key objective of the tree officer was to keep the appearance along Liverpool Road as close to the existing as possible. This resulted in the inclusion of a 'landscaped buffer' zone to the front of the site, which enables the trees closest to Liverpool Road and hence most visible to be kept.

Retained Trees

This cluster consists of 38 trees, all of which are to be retained and remain unaffected by the proposal.

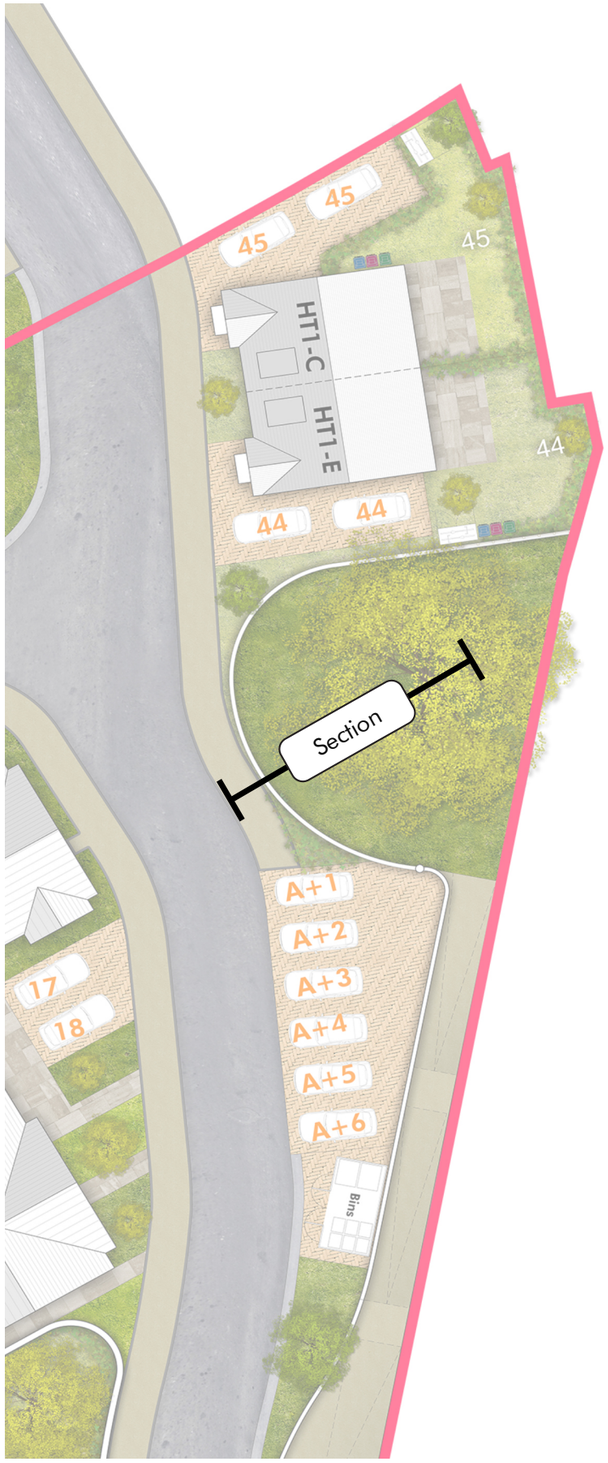
This cluster represents the majority of trees visible along the Liverpool Road streetscape. Due to careful design regarding levels along with special measures of road construction, all 12 trees within this zone are to be retained. As a result of the development, the Liverpool Road street scene is to remain unchanged.

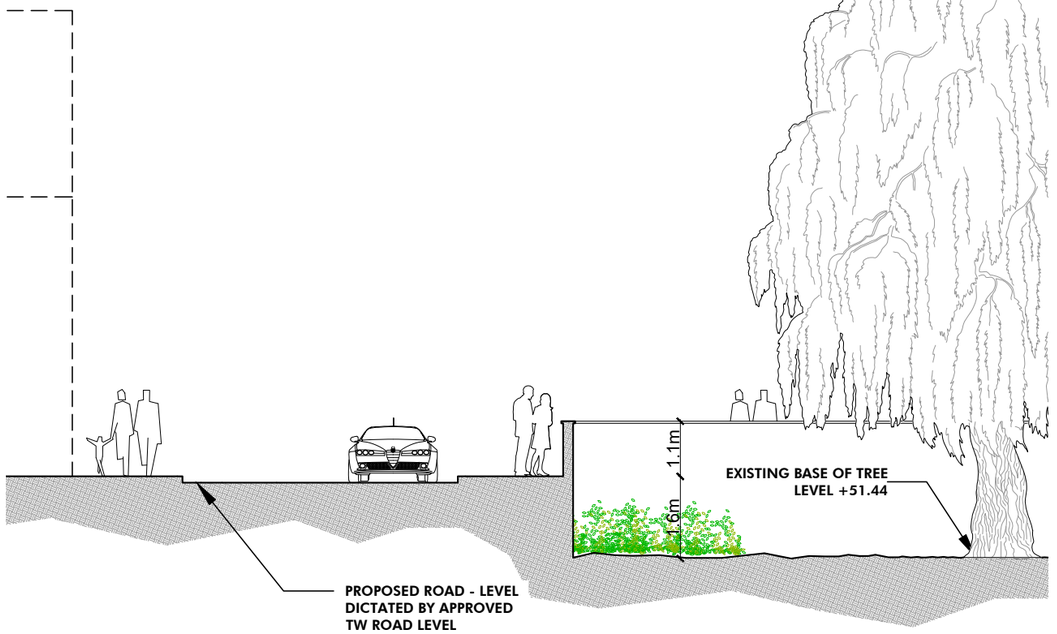
This cluster consists of 11 trees within the brook zone. All of these trees are to be retained and will enhance the natural asset of the brook

Tree removal

Careful consideration of levels, road location, and placement of buildings has resulted in a number of trees needing to be removed, totalling 14. Therefore of the 74 trees displayed opposite, 61 are to remain.

The dashed line denotes the extent of retaining features required to facilitate the level change as a result of the TW access road level, the level required to mitigate effects of flooding and the upgrade works to the road crossing the brook. It is this which has resulted in the loss of some of the trees that are being proposed to be removed.





Willow tree T1

•The applicant has been focussed from the beginning on keeping as much existing trees as possible and incorporating them into the scheme. A tree that that the design team has been particularly keen to keep is the Willow T1 that sits the the North of the site.

•Unfortunately, retaining this tree presents a specific challenge that has arisen from the access road into the site via the Taylor Wimpey development adjacent.

•The road level was set by this approval and it sits 1.6m higher than the level of the base of tree T1.

•This road has now been built and as stipulated by Knowsley Council, must be the primary vehicular access into the site.

•This therefore means, that, as denoted by the section drawings, the only solution for keeping the tree, would be to understake extensive engineering works, creating a retaining wall that follows the line of the root protection area (as established by the Arboriculturalist)

•The space created must be maintainable, therefore resulting in the inclusion of a ramped footpath from the road.

•The end result of this would be a pit, circa 1.6m lower than the road in which the tree would sit.

•The concern with this is that the pit would be difficult to maintain, there would be a risk that the tree may not withstand construction and that the space created would not benefit from natural surveillance and would therefore present a risk of anti social behaviour.

•Nevertheless, this proposal was presented to the planning officer who consulted with the Council's technical manager responsible for the Council's Environmental Sustainability Service. Their view was as follows:

"[The Technical Manager] acknowledged that if the engineering works are undertaken in an attempt to retain the tree (i.e. the tree pit) then we are left with a large tree which will likely become problematic." - 21st March 2023



Willow tree T1

•While the LPA was concerned with the proposed engineering works that would have been required in order to keep the willow tree, they stated the following:

"If proposals move forward with the loss of the willow tree, planning gains elsewhere in terms of green space should be proposed and the following advice is provided

The site of the will tree could be an open space setting. The levels should be brought up and trees planted."

•In response to the above, the scheme layout was adjusted and is presented opposite. In the absence of the tree the following benefits have been achieved:

Increased private amenity to plots 44 & 45

Houses 44 & 45 are able to shift further South, increasing the plot widths ultimately increasing the amount of amenity for each unit.

Communal garden

A large communal garden has been created, with tree planting to compensate for the loss of the willow.

This space is over 165sqm

This space has a southerly aspect and is accessible not exclusively to residents of Block A but for the entire development.



Road Network

- The scheme has been developed with the objective to minimise the amount of 'road' within the development, favouring green space in the form of communal gardens and private gardens over road surface. .

- The scheme therefore consists of one single primary road which runs through the site, with smaller secondary roads that stem from it.

Car parking for Block A accounts for 4% of the site

The primary road accounts for 12% of the site

The shared surface areas account for 3% of the site



Addressing the highway

•As referenced within 'New residential development' SPD B9 a, new schemed should 'ensure dwellings are securely designed, front onto the street, provide main entrance doors to properties from communal spaces and place windows in positions which enjoy good levels of natural surveillance.

•In order to comply with this expectation, the scheme ensures that all houses and both apartment blocks interact with the public realm, with all key facades fronting onto the highway.

•All stretches of road are overlooked, providing good natural surveillance.

→ Key facades / dual frontages addressing the highway



Dedicated communal gardens for Block B located to take advantage of south facing orientation. Block B benefits from a total of 126sqm of external amenity

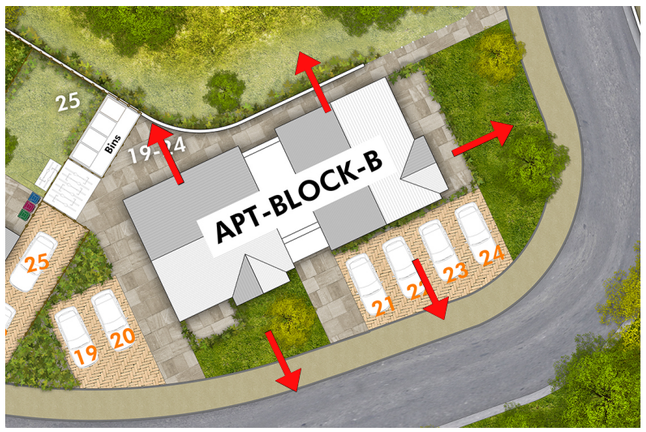
Primary frontage

Addressing the highway

•At various locations throughout the development, certain houses apartment blocks are positioned on the site in such a way as to front the highway to address the street scene.

•Block B is a particularly strong example of this, whereby its prominent position within the site requires three of its four elevations to be treated as primary frontage

•The massing achieves this by carefully orientating facing feature gables





4 St Pauls Square | Liverpool | L3 9SJ | T: 0151 542 5027 | E: info@groupdarchitects.com



Primary frontage

Addressing the highway

Units 41-43 are located within a prominent position within the site. As displayed in the above CGI, they have been designed to be dual frontage while emphasising the corner plot.

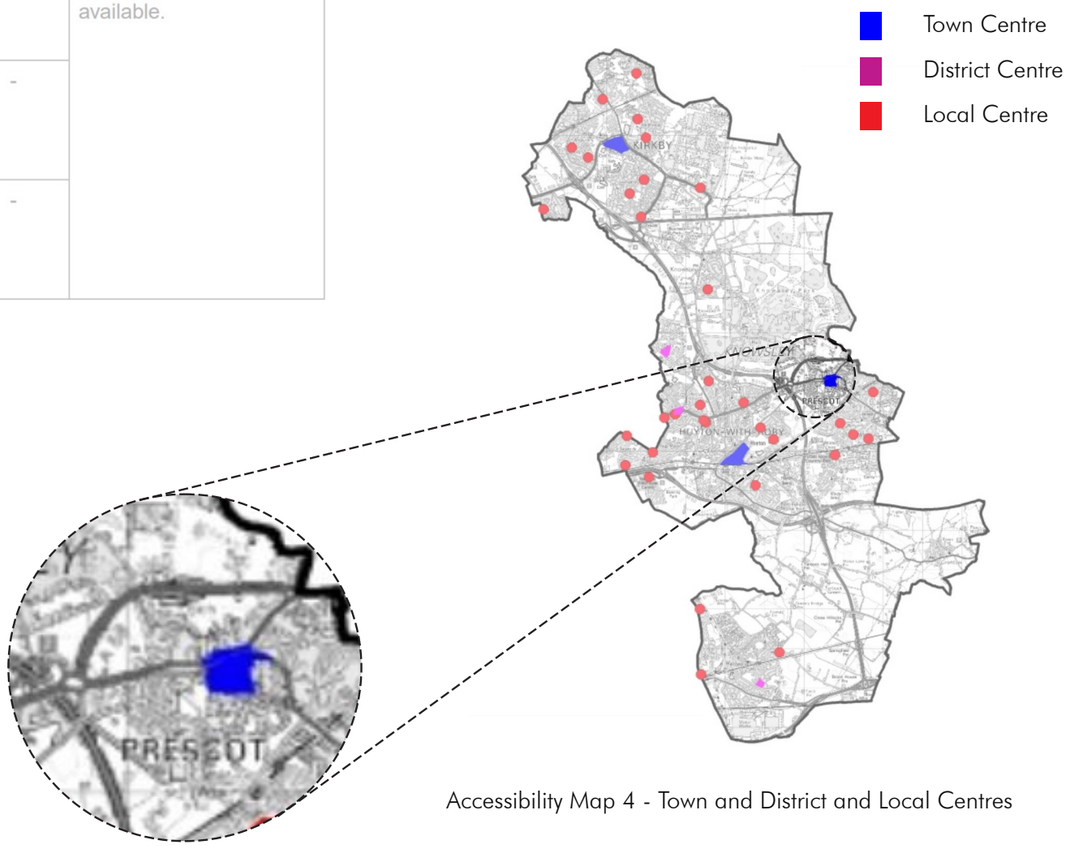
Class	Broad Land Use	Specific Land Use		Town Centre (Maximum)	District and Local Centre (Maximum)	**Other Areas (Maximum)**	Disabled Parking		**Bicycles (Minimum)**	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
							Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
				All areas are Gross Floor Area unless otherwise stated		**All areas are Gross Floor Area unless otherwise stated**							
C3	**Dwelling houses**	Bed-rooms per dwelling	1	0.5 to 1 spaces	1 spaces	1 spaces	Negotiated on a case by case basis	Negotiated on a case by case basis	1 (allocated) 1 (communal)	-	-	-	Cycle parking need not be provided if garages are available.
			2 - 3	1.5 spaces	2 spaces	2 spaces			2 (allocated) 1 (communal)	-	-	-	
			4 +	2 spaces	3 spaces	3 spaces			4 (allocated) 2 (communal)	-	-	-	

Parking Standards

- Planning policy guidance with regard to parking provision is set out in SPD 'Ensuring A Choice of Travel Supplementary Planning Document'.

- The site is located 0.4 miles from Prescot Town Centre.

- For the purposes of this application, the scheme assumes 'other areas' classification as per the accessibility map 4



Accessibility Map 4 - Town and District and Local Centres

'Ensuring A Choice of Travel Supplementary Planning Document'.



Parking provision - houses

•All of the houses proposed have either two or three bedrooms

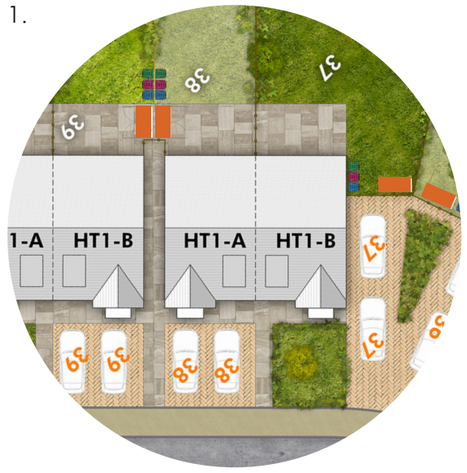
•Guidance states that all two bedroom and three bedroom houses should each be assigned a maximum of two parking spaces.

•A previous iteration of the scheme that was submitted for pre-app assigned one parking space for every two bedroom house and two spaces for every three bedroom house. The basis of this proposal was to discourage excessive car ownership, reduce the visual impact of vehicles upon the street scene and to favour green space over parking.

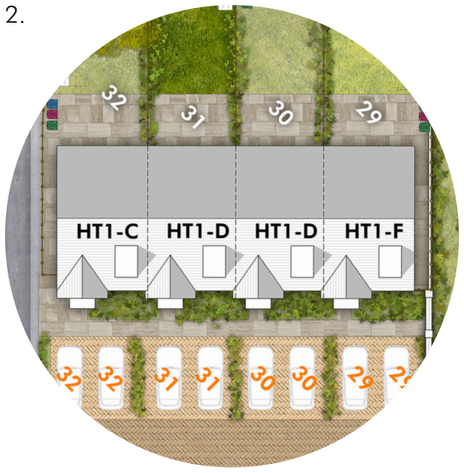
•Specific feedback from the planning officer however stated there was a preference for all houses to offer two parking spaces.

•As a result of ongoing dialogue with the planning officer, of the 21 houses that are proposed, 20 of the houses are provided with two parking spaces. One is provided with one space. Given that the guidance states 'maximum' spaces, this scheme complies with policy in relation to parking.

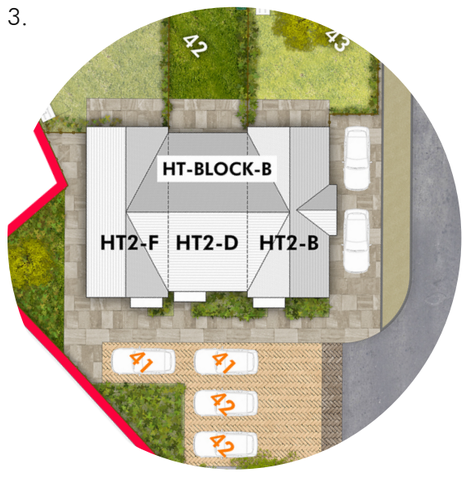
1.



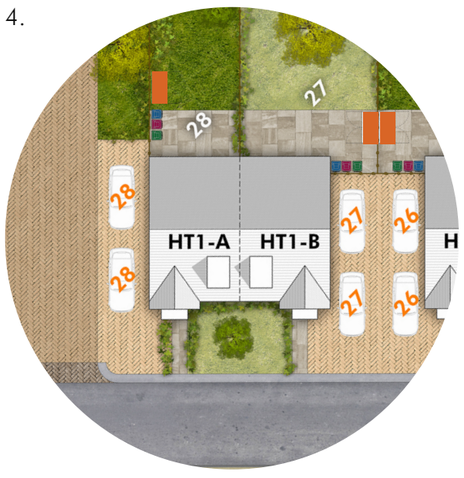
2.



3.



4.



Houses - a varied approach to parking layout

1. A mix of front driveways and side driveways offer relief to the street scene, enabling front gardens to take the place of driveways, significantly reducing the impact of the car upon the street scene

2. HT-Block-A is a cluster of four mews houses each requiring two parking spaces. Spaces are broken up by planting beds, lessening the visual impact of the cars upon the street scene. Rather than car parking extending right up to the front of the properties, the parking is set away from the houses, enabling modest front garden areas with a footpath in between.

3. HT-Block-B is a cluster of three mews houses. A mixed approach whereby one unit is allocated parking to the side of the property, and the others have drives to the front lessens the impact of the cars upon the street scene and enables areas of front gardens. With the agreement of the planning officer, the middle unit is allocated one parking space rather than two - the only occurrence of this throughout the whole development

4. Some semi detached units within the proposal have side driveways in addition to front gardens. The helps to bring planting and green space to the forefront of the street scene and lessens the visual impact of the car.

Cycle Storage

Each house is provided with permanent, secure storage for two bicycles



Shared surface and landscaping

As displayed in the above CGI, plots 29-31 utilises a shared surface approach, breaking up parking spaces with planting beds to reduce the impact of the car upon the street scene. Low level wall with railings enables visual connections with the brook.



Green spaces and external amenity is favoured over parking in south facing locations

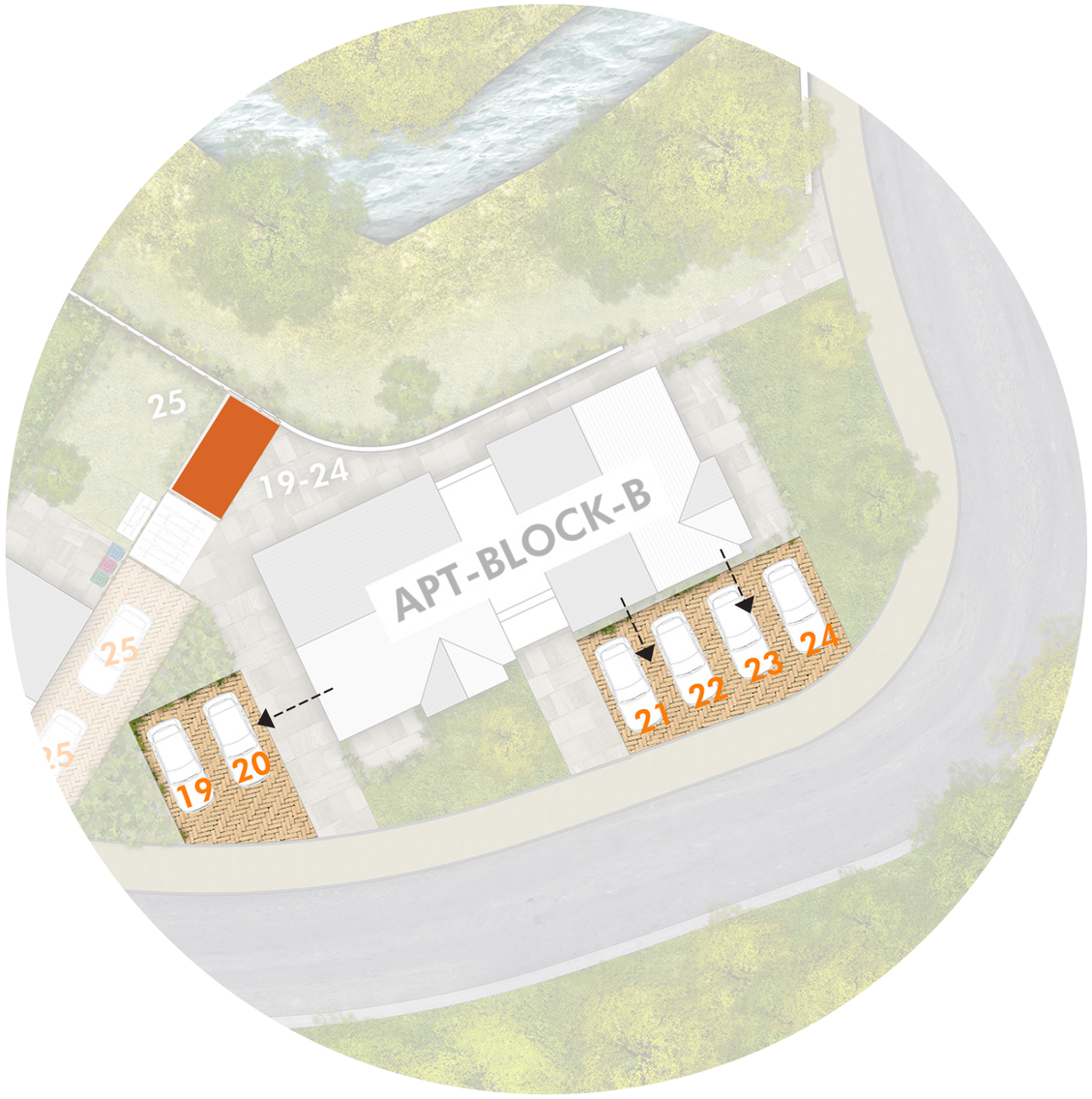
Parking provision - Apartments - Block A

- Block A contains a total of 18 apartments.
- 8 apartments have two bedrooms
- 10 apartments have one bedroom
- According to the SPD guidance as denoted previously, dwellings with one bedroom should be allocated a maximum of one parking space and dwellings with two bedrooms should be allocated a maximum of two parking spaces.
- Guidance would therefore state that a maximum of 26 spaces should be provided for Block A.
- The proposed scheme proposes 24 spaces for Block A, just two short of the maximum and therefore compliant with policy guidance
- The planning officer had previously voiced concerns over allocation of spaces and the possibility of allocated spaces being under utilised due to some residents not owning cars.
- To ensure this does not occur, a car parking management regime will be introduced and overseen by the building management. Spaces will therefore be allocated according to need, ensuring those with cars have spaces to park, and those without cars are not unnecessarily allocated parking spaces which they don't need.
- Subject to demand, it is likely that a proportion of the parking spaces can be permanently allocated as visitor spaces.

All parking is overlooked, providing excellent natural surveillance.

Cycle Storage

Covered communal cycle storage is provided for Block A, with space allocated for one bicycle per dwelling



Parking provision - Apartments - Block B

- Block B contains a total of 6 apartments.
- All 6 apartments have one bedroom
- According to the SPD guidance as denoted previously, dwellings with one bedroom should be allocated a maximum of one parking space
- Guidance would therefore state that a maximum of 6 spaces should be provided for Block B.
- The proposed scheme proposes 6 spaces for Block B and is therefore compliant with policy guidance

All parking is overlooked, providing excellent natural surveillance.

Cycle Storage

Covered communal cycle storage is provided for Block B, with space allocated for one bicycle per dwelling



External Amenity

•'New residential development' SPD states:

'Private amenity space should be usable, accessible, and reasonably free from overlooking, allow for adequate daylight and sunlight, and have regard to the size of the dwelling and the character of the area. Unusable spaces such as narrow strips of ground adjacent to roads and parking, steeply sloping areas or those in excessive shades should be avoided.'

•In order to comply with the above, all private rear gardens to houses are enclosed by fences, are generally level, consist of both patio and soft landscaping (typically lawn).

•Private amenity is provided for most of the ground floor apartments throughout the development (in addition to generous communal gardens for all apartments, as laid out below).

•Those spaces are designed to enable defensible amenity space aiding in providing a greater sense of privacy while also promoting community interaction, with most spaces fronting onto communal gardens with low level planting utilised to denote the boundary.

•The scheme offers a mix of private, semi private and communal amenity in abundance across the development

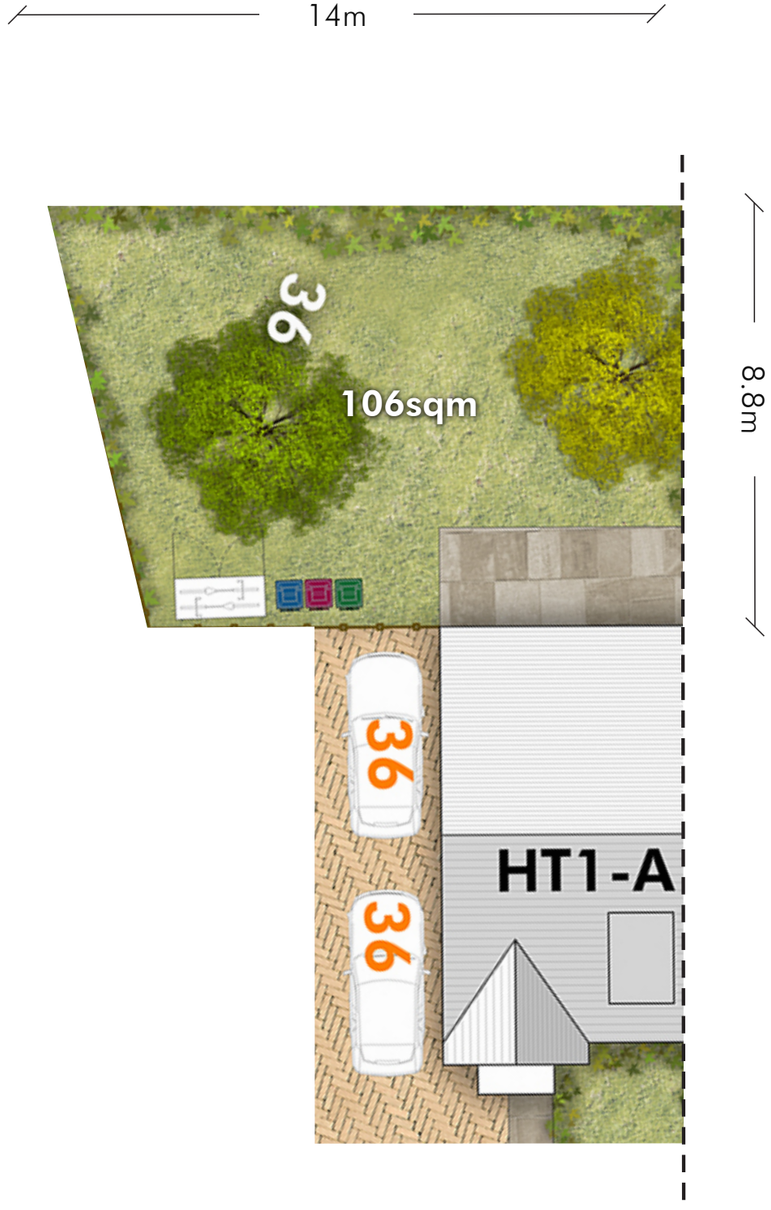
Total site area: 11383sqm

External amenity / Green space: 5720sqm

This is 50% of the site area



A standard approach to garden depth whereby the garden is 10m in depth and is the full width of the house, is utilised across several plots within the proposal. As denoted above (dependent upon the width of the particular house type) the area created is circa 50sqm



Where 10m depth is not achievable (such as plot 36 shown above), a reduced depth of 8.8m is compensated for by a significantly increased width. This results in a garden with is more than double the area - 106sqm. This same principle is employed for several plots across the development.

External Amenity - Houses

•All houses are provided with private rear gardens.

•The planning officer throughout the pre app process has been keen for gardens to have depths of 10m. Earlier iterations of the scheme submitted throughout the pre-app had many gardens that did not comply with this.

•Due to site constraints, the site does not allow for all gardens to have depths of 10m, however the scheme has responded to this by taking on board policy guidance which addresses this very scenario:

•Section 3.46 of 'New residential development' SPD:

'Private garden space should normally be situated to the rear of the dwelling. If a dwelling has a particularly large side garden the size of the rear garden may be reduced.'

•As demonstrated opposite, ensuring that gardens with depth less than 10m have an increased width, results in gardens with greater area and usable space.



•The version of the layout submitted as part of this application has garden depths as follows for the 21 houses:

- •14 of the 21 houses have gardens with depths 10m or greater.

- •5 of the 21 houses have gardens that are 8.8m or greater. Their width is sufficient as to offset the deficit in depth.

Their areas are as follows:

Plot 33: 125sqm
Plot 34: 91sqm
Plot 35: 98sqm
Plot 36: 106sqm
Plot 43: 52sqm

- •2 of the 21 houses have gardens that are 5m and 7.5m deep, however their width of 15m and 11m respectively enable an overall area that is greater or equal to a conventional 10m x 5m garden. These units also have doors opening to the side of the houses, maximising the aspect onto their generous gardens.

Their areas are as follows:

Plot 44: 87sqm
Plot 45: 120sqm

→ Plots 44 & 45 have dual aspect floor plan layouts, to maximise this garden arrangement.

•As demonstrated above, all gardens throughout the development have areas which are equal to or significantly greater than 50sqm



External Amenity - Apartments

•In accordance with SPD 'New residential development' point 5 of Appendix 4:

'Gardens serving blocks of flats will be expected to provide a minimum of 20sqm for each flat in the block'

•With the above in mind, the proposed scheme has been designed around communal gardens as a key driver.

•The scheme proposes a total of 24no. Apartments across two blocks, A & B. To comply with the above SPD, this would require a total of 710sqm of external amenity.

•The scheme proposes a total of 775sqm representing a betterment upon policy guidance.

Block A provides a total of 584sqm of external amenity for 18no. apartments

The brook is to remain as untouched green space. To demonstrate the efforts the scheme has gone to in providing a significant aount of external amenity for residents this has been excluded from the calculation. If included this would add a further 1933sqm

Block B provides a total of 126sqm of external amenity for 6no. apartments

Total external amenity required by policy: 480sqm

Total external amenity provided: 775sqm

This is 161% of what policy requires



External Amenity - Apartments

•The layout of the site has been carefully designed around the external amenity as a key objective for the proposal.

•A key driver for the success of communal external amenity is its orientation and its ability to benefit from direct sunlight.

•The external amenity for apartments is therefore predominantly south facing.

•Where practicably possible, service, access and maintenance provision has been located in areas of the site which benefit least from direct sunlight, favouring south facing areas for external amenity over elements such as parking, bin stores and cycle stores.

Symbol to denote areas of the external amenity benefiting from South facing orientation.



Private External Amenity - Apartments

Some apartments within the development benefit from private amenity spaces.

These range from 8sqm to 20sqm and aim to serve the following purposes:

- Diversity in offering

  Housing needs across a borough's town such as Prescot can vary. From families needing first homes, young professionals, elderly residents and dwellings of single occupation. The scheme is able to offer a mix of dwelling types with a mix of external amenity provision to suit.

- Privacy

  These provide defensible spaces between ground floor residential units and communal garden spaces. This enhances the sense of privacy to residents, preventing where possible, the ability walk closely past or directly up to windows of key living spaces, such as kitchen/living areas as well as bedrooms and bathrooms.

- Promoting use of external amenity:

  The objective for the scheme is to encourage residents to use external amenity as much as possible. If residents within ground floor apartments are more inclined to use external amenity, due to the fact that they have a private space overlooking a communal garden, the aim is for this to then encourage other residents to use the communal gardens.

- Security and natural surveillance

  Encouraging residents of ground floor apartments to use their private gardens, help to promote natural surveillance of shared spaces and in turn helping to improve security and prevent anti social behaviour.



Block A Amenity

As displayed in the above CGI, Block A has been carefully designed around a generous communal garden, south facing to benefit from year round sunlight.

The brook and the zone surrounding it accounts for 1933sqm of the site (17% of the total site area)



The Brook - Environment Agency Engagement

•As part of this application, there has been ongoing dialogue and liaison with the Environment Agency as a statutory consultee.

•A service agreement was entered into (ref ENVPAC/1/GMC/00435) in order to formally engage the EA and commission their input into the scheme to ensure compliance with their objectives.

•A meeting was held on 20th June 2022 to discuss the scheme and advice was given.

•Key principles were set for the approach to the brook within the proposals, (designated as main river) as laid out below:

- •8m zone either side of the brook to be kept clear. This is for maintenance purposes

•The EA anticipate maintenance to be required highly infrequently.

•There is no requirement for access to this zone to be level, steps if necessary are acceptable

•Vehicular access is not required.

•Maintenance is to be carried out by hand.

•Access can be provided to one side of the brook only, as maintenance personnel are able to cross the brook

•Any replacement or upgrades to the existing culvert must be equal to or wider than the existing opening

•The EA welcomes any development which promotes public access to the country's waterways and would encourage public / residents usage of the space either side of the brook



The Brook

•As a huge asset for the site, it is important that the scheme integrates the brook into the scheme while also complying with the requirements of the EA.

Prominent vistas within the site provide a strong visual connection to the brook including upon arrival as a pedestrian or cyclist via the access to the south of the site

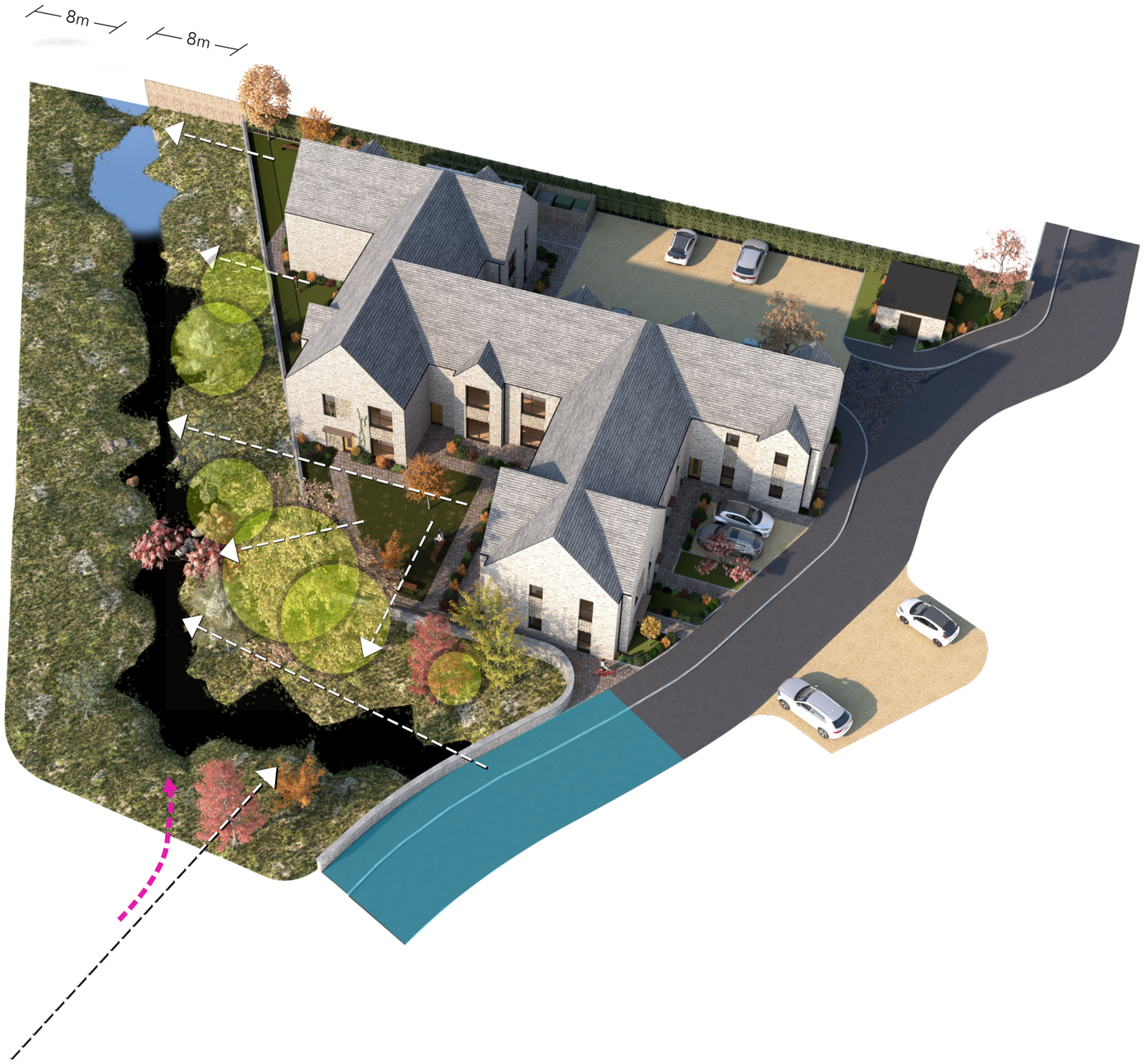
Access to the brook for residents and the public, serving the EA's objective of promoting public access to the country's waterways

All trees within the 8m zone are to remain

Existing culvert to be replaced due to requirement to upgrade existing road. Culvert to provide opening larger than existing

8m zone either side of the brook is to remain as existing as per the request of the EA

The Brook



Prominent vistas within the site provide a strong visual connection to the brook including upon arrival as a pedestrian or cyclist via the access to the south of the site

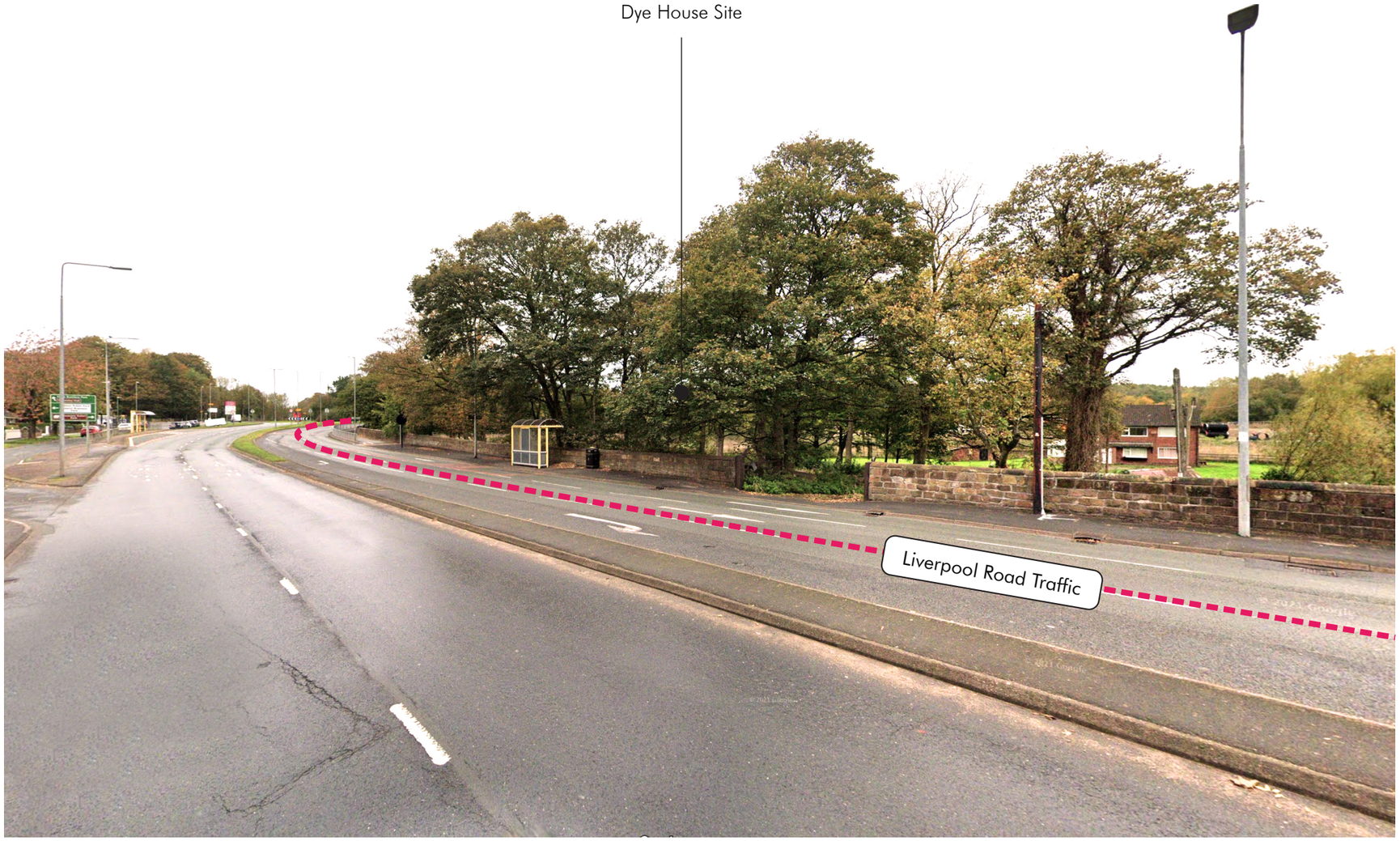
Access to the brook for residents and the public, serving the EA's objective of promoting public access to the country's waterways

All trees within the 8m zone are to remain

Existing culvert to be replaced due to requirement to upgrade existing road. Culvert to provide opening larger than existing

8m zone either side of the brook is to remain as existing as per the request of the EA

Brook topography and vegetation shown indicatively for illustration purposes only



Noise

•As established by the noise impact assessment carried out in support of this application, noise levels are greater than satisfactory along the western boundary of the site, due to road noise emanating from Liverpool Road and the A58.

•Pre-application feedback from Environmental Health as a statutory consultee raised concerns over the level of noise within private gardens backing onto Liverpool Road.

•It was stated that a target noise level of 55dB was desirable.

•The pre app scheme proposed acoustic treatment to the site boundary, which was welcomed, but due to its height, it was only able to achieve levels of between 57.5dB and 70dB

•It was also noted, that due to the proposed height of the fence, there would be an ability for occupants of the gardens to see cars passing by, and hence create the perception of noise even if levels are lower.

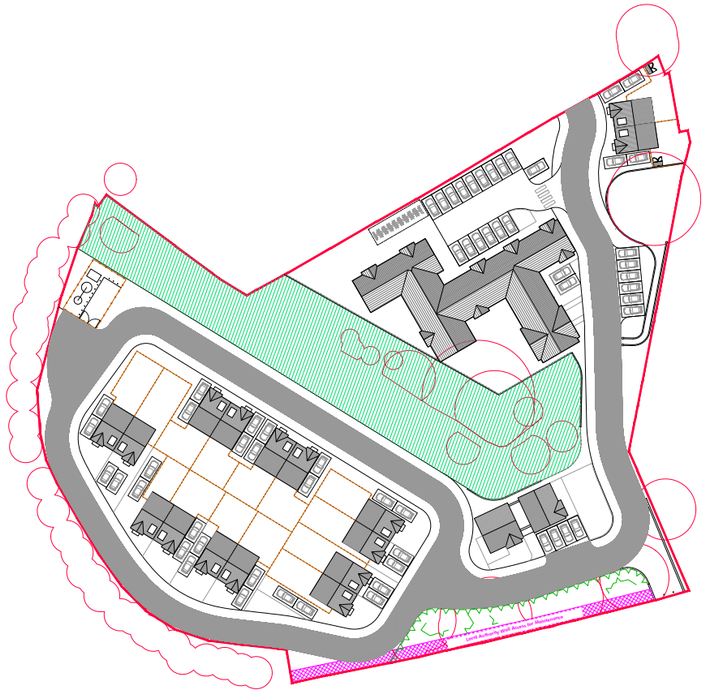
•To address the concerns stated above, there are two potential solutions which were explored:

1.To re-orientate the houses so that they face onto Liverpool Road. This would involve proposing a road running parallel with Liverpool Road / A58. To test this as a potential solution alternative layouts were developed.

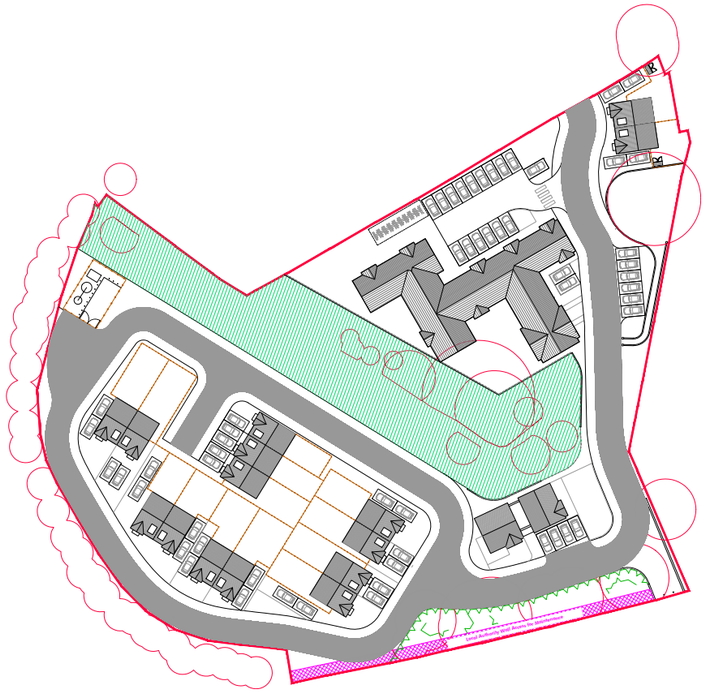
2.To increase the height of the acoustic treatment to improve the acoustic performance.

4 St Pauls Square | Liverpool | L3 9SJ | T: 0151 542 5027 | E: info@groupdarchitects.com

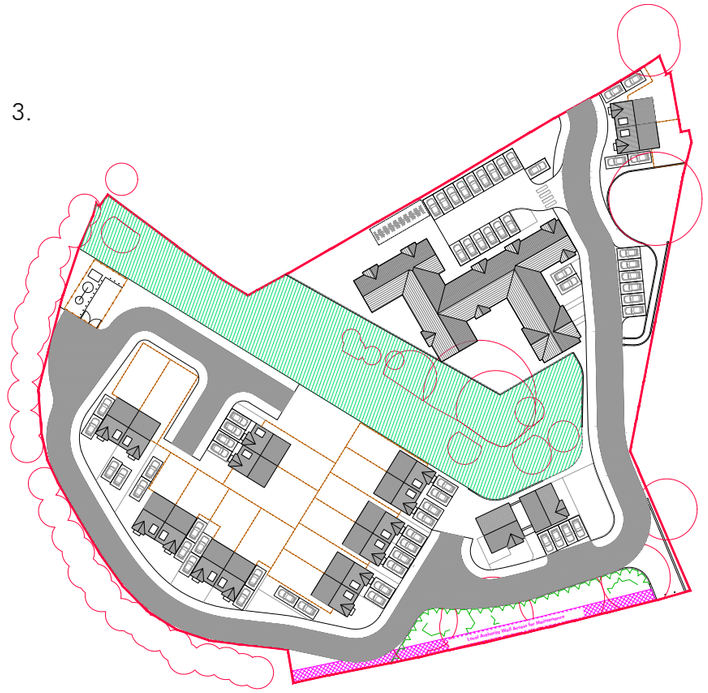
1.



2.



3.



4. (chosen)



Alternative layouts as a response to noise issues

•To establish whether an alternative layout whereby the houses face onto Liverpool Road / A58, various layouts were explored.

•To establish the success of each alternative layout, the following criteria was used:

1. Measures to reduce impact of noise upon rear gardens

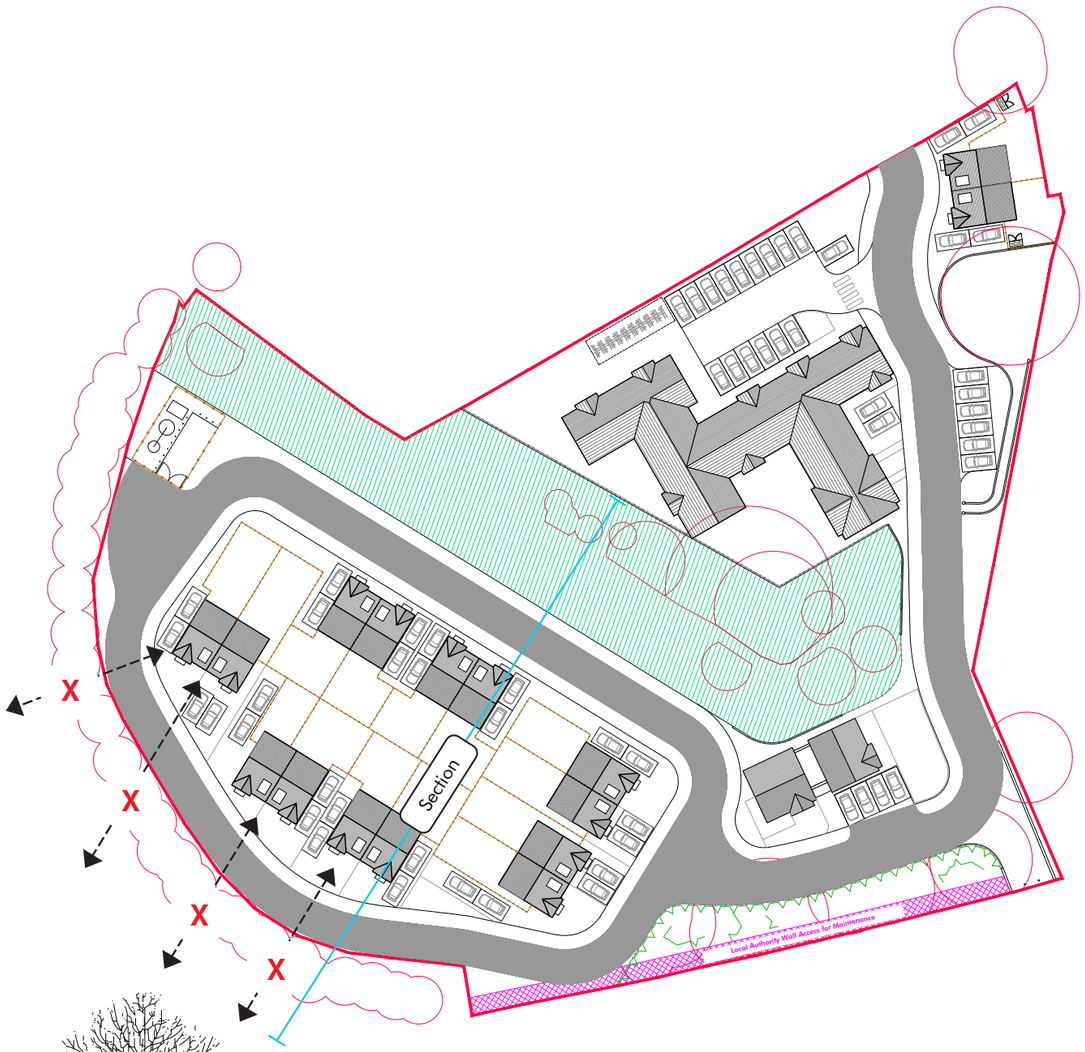
2. Number of affordable homes being provided for the borough

3. Proportion of site given over to road rather than gardens and green space

4. Compliance with interface distances of 20m between facing rear elevations

5. Proportion of houses with gardens of 10m depth or greater

6. Whether the scheme addresses Liverpool Road



Alternative Layout 1

1. Measures to reduce impact of noise upon rear gardens

✓ Houses face Liverpool Road, and therefore shield the gardens from excessive noise

2. Number of affordable houses being provided for the borough

✖ Total of 16 affordable houses provided compared to 21 in the proposed scheme

3. Proportion of site given over to road rather than gardens and green space

✖ Total of 2020sqm / 17.7% of site area is road, 33% more than the proposed scheme

4. Compliance with interface distances of 20m between facing rear elevations

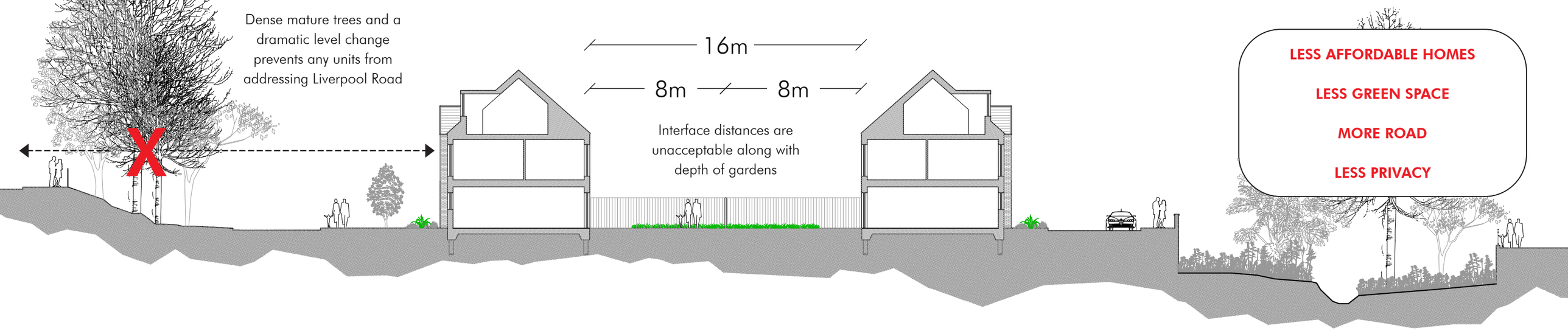
✖ The geometry of the site means that rear-to-rear facing elevations can only achieve an unacceptable distance of 16m

5. Proportion of houses with gardens of 10m depth or greater

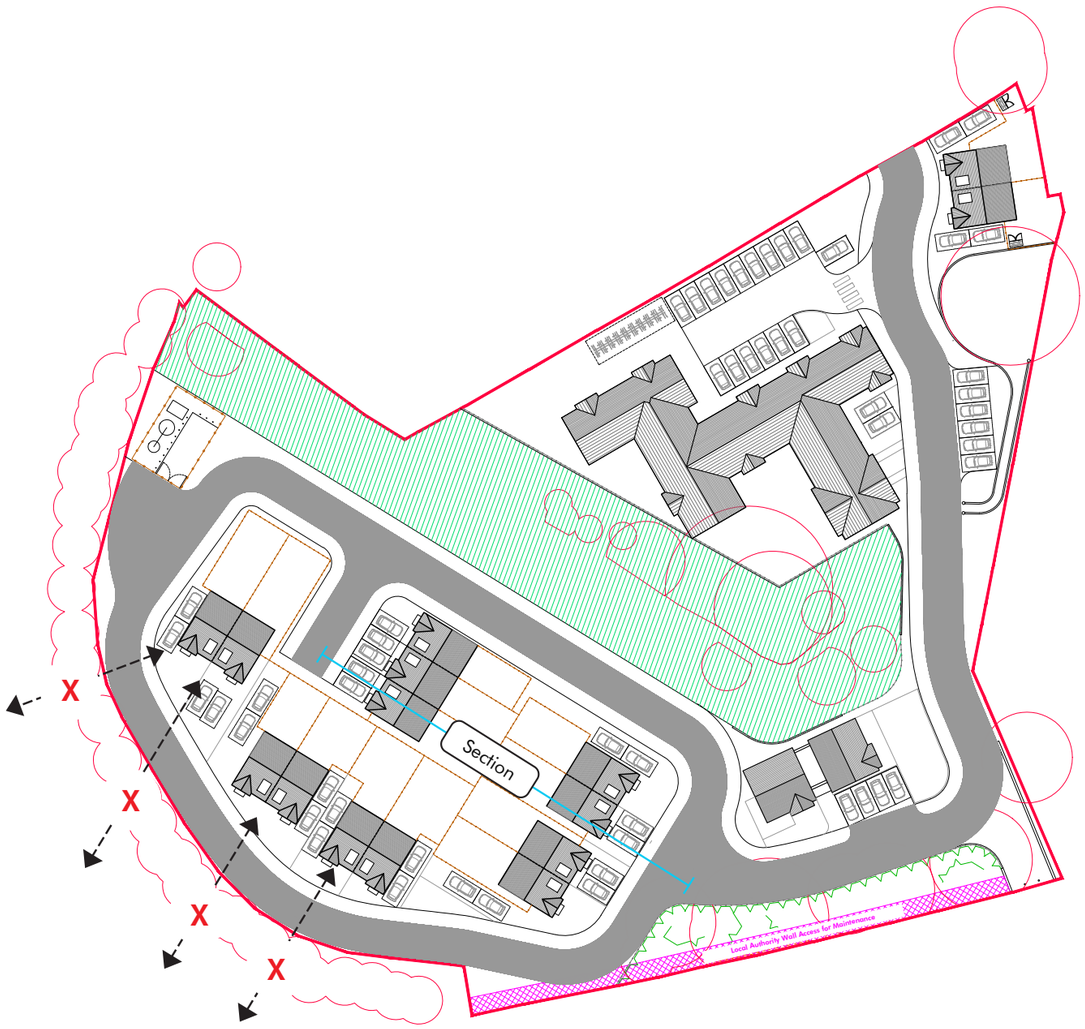
✖ Only 2 of the 16 houses (12.5%) have gardens of 10m depth as opposed to 66% within the proposed scheme

6. Whether the scheme addresses Liverpool Road

✖ Unlike the neighbouring Taylor Wimpey scheme which was cited within the pre-app feedback, Dye House site has a dramatic level change in comparison to Liverpool Road as well as being shielded by a line of dense mature trees. Therefore regardless of the orientation of units, Liverpool Road is never addressed as it can be on the neighbouring scheme



4 St Pauls Square | Liverpool | L3 9SJ | T: 0151 542 5027 | E: info@groupdarchitects.com



Alternative Layout 2

1. Measures to reduce impact of noise upon rear gardens

✓ Houses face Liverpool Road, and therefore shield the gardens from excessive noise

2. Number of affordable houses being provided for the borough

✖ Total of 15 houses provided compared to 21 in the proposed scheme

3. Proportion of site given over to road rather than gardens and green space

✖ Total of 2110sqm / 18.5% of site area is road, 39% more than the proposed scheme

4. Compliance with interface distances of 20m between facing rear elevations

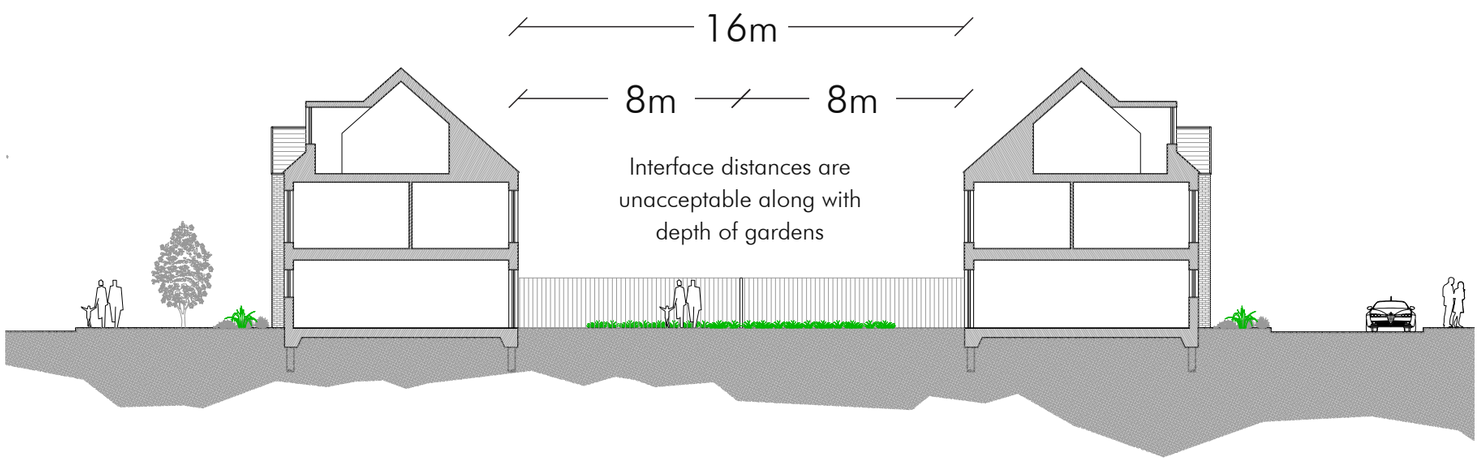
✖ The geometry of the site means that rear-to-rear facing elevations can only achieve an unacceptable distance of 16m

5. Proportion of houses with gardens of 10m depth or greater

✖ Only 2 of the 16 houses (12.5%) have gardens of 10m depth as opposed to 66% within the proposed scheme

6. Whether the scheme addresses Liverpool Road

✖ Unlike the neighbouring Taylor Wimpey scheme which was cited within the pre-app feedback, Dye House site has a dramatic level change in comparison to Liverpool Road as well as being shielded by a line of dense mature trees. Therefore regardless of the orientation of units, Liverpool Road is never addressed as it can be on the neighbouring scheme



LESS AFFORDABLE HOMES

LESS GREEN SPACE

MORE ROAD

LESS PRIVACY



Alternative Layout 3

1. Measures to reduce impact of noise upon rear gardens

✓ Houses face Liverpool Road, and therefore shield the gardens from excessive noise

2. Number of affordable houses being provided for the borough

✖ Total of 14 houses provided compared to 21 in the proposed scheme

3. Proportion of site given over to road rather than gardens and green space

✖ Total of 1888sqm / 16.5% of site area is road, 24% more than the proposed scheme

4. Compliance with interface distances of 20m between facing rear elevations

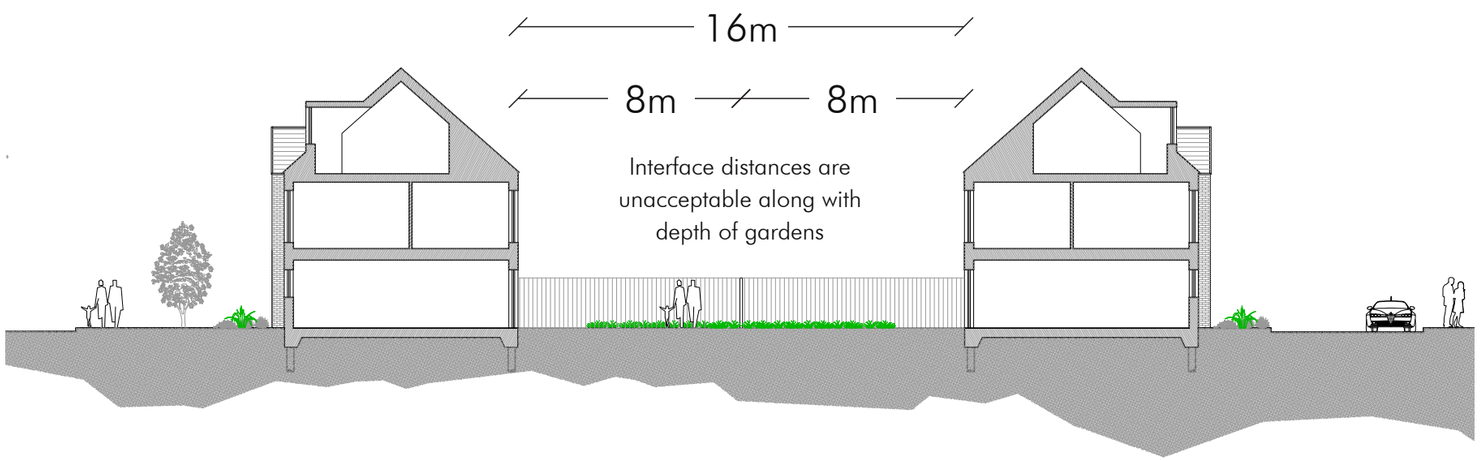
✖ The geometry of the site means that rear-to-rear facing elevations can only achieve an unacceptable distance of 16m

5. Proportion of houses with gardens of 10m depth or greater

✖ Only 3 of the 16 houses (18.75%) have gardens of 10m depth as opposed to 66% within the proposed scheme

6. Whether the scheme addresses Liverpool Road

✖ Unlike the neighbouring Taylor Wimpey scheme which was cited within the pre-app feedback, Dye House site has a dramatic level change in comparison to Liverpool Road as well as being shielded by a line of dense mature trees. Therefore regardless of the orientation of units, Liverpool Road is never addressed as it can be on the neighbouring scheme



LESS AFFORDABLE HOMES

LESS GREEN SPACE

MORE ROAD

LESS PRIVACY



Proposed Layout

1. Measures to reduce impact of noise upon rear gardens

✓ While houses do not face Liverpool Road, an acoustic fence will ensure noise levels are significantly reduced - to as close as possible to policy guidance

2. Number of affordable houses being provided for the borough

✓ Total of 21 houses provided, significantly more than alternative layouts

3. Proportion of site given over to road rather than gardens and green space

✓ Total of 1515sqm / 13% of site area is road, significantly less than alternative layouts

4. Compliance with interface distances of 20m between facing rear elevations

✓ Absence of rear-to-rear elevations ensures greater privacy within rear gardens

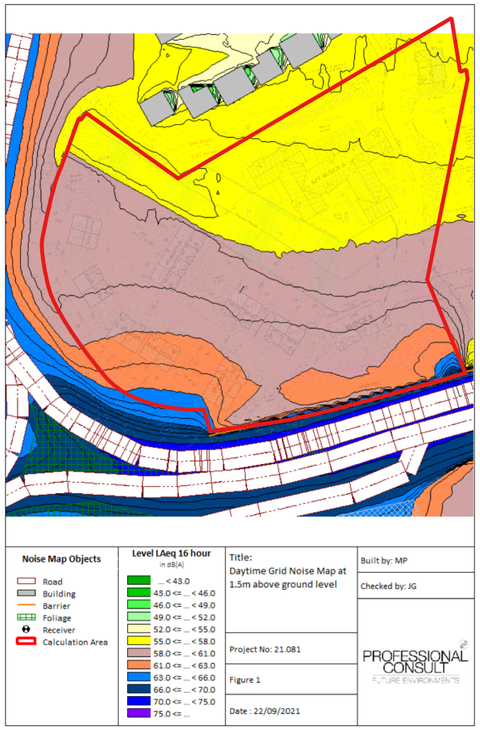
5. Proportion of houses with gardens of 10m depth or greater

✓ 66% of all houses have gardens of at least 10m depth. Those that do not, are significantly wider, ensuring larger gardens when measured by area for the vast majority of houses.

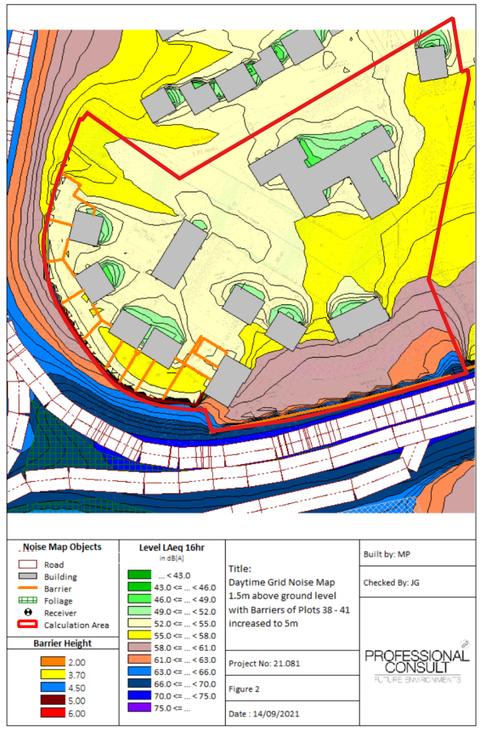
6. Whether the scheme addresses Liverpool Road

✗ Unlike the neighbouring Taylor Wimpey scheme which was cited within the pre-app feedback, Dye House site has a dramatic level change in comparison to Liverpool Road as well as being shielded by a line of dense mature trees. Therefore regardless of the orientation of units, Liverpool Road is never addressed as it can be on the neighbouring scheme





Existing Model

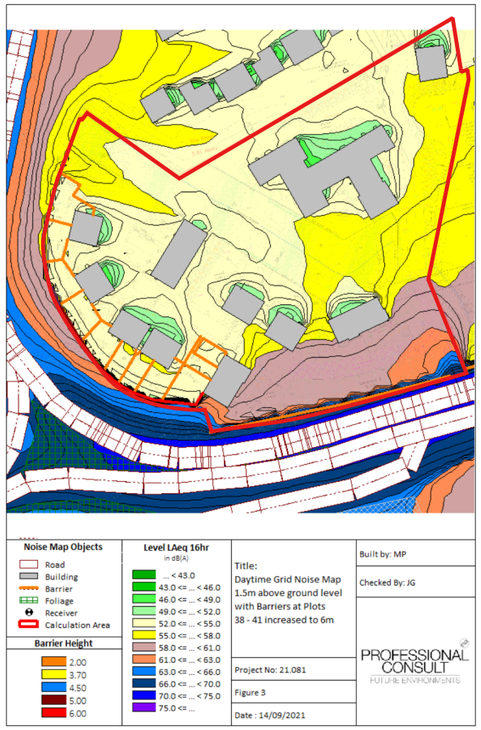


Proposed - 5m high fence

As depicted a 5m high fence enables all gardens to reach dB levels no greater than 58dB.

The desired level is 55dB

There are five plots which achieve <55dB in a portion of their gardens rather than the whole of their gardens.



Proposed - 6m high fence

As depicted a 6m high fence enables all gardens to reach dB levels no greater than 55dB. This is therefore fully compliant with the stipulated desired levels

Acoustic treatment

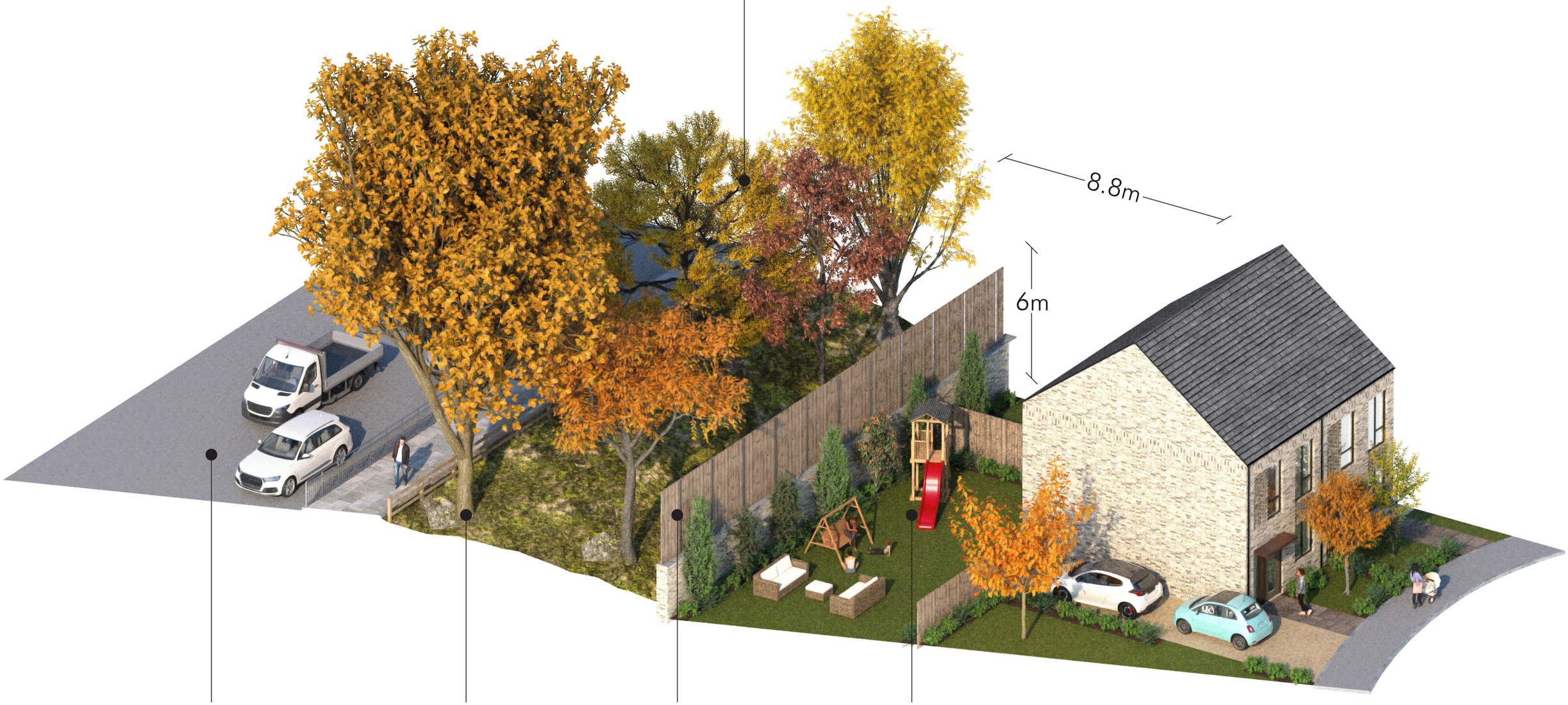
•In order for the proposed layout to facilitate acceptable noise levels within the gardens of plots 33-41, acoustic treatment is required to the boundary.

•A modelling exercise was carried out by Professional Consult who have provided the noise impact assessment in support of this application, to demonstrate the required height of fence to achieve an acceptable level of noise within the gardens

•As depicted by the modelling exercise of the existing site prior to any development, the site is impacted by increased noise levels emanating from Liverpool Road and the A48.

•As also demonstrated opposite, with appropriate acoustic treatment, it is possible to significantly reduce the noise impact and bring it down to a compliant level.

The source of the noise (the road) is not visible from the garden, and hence prevents the visual perception of noise. However the height of the fence still enables extensive views of the large trees behind

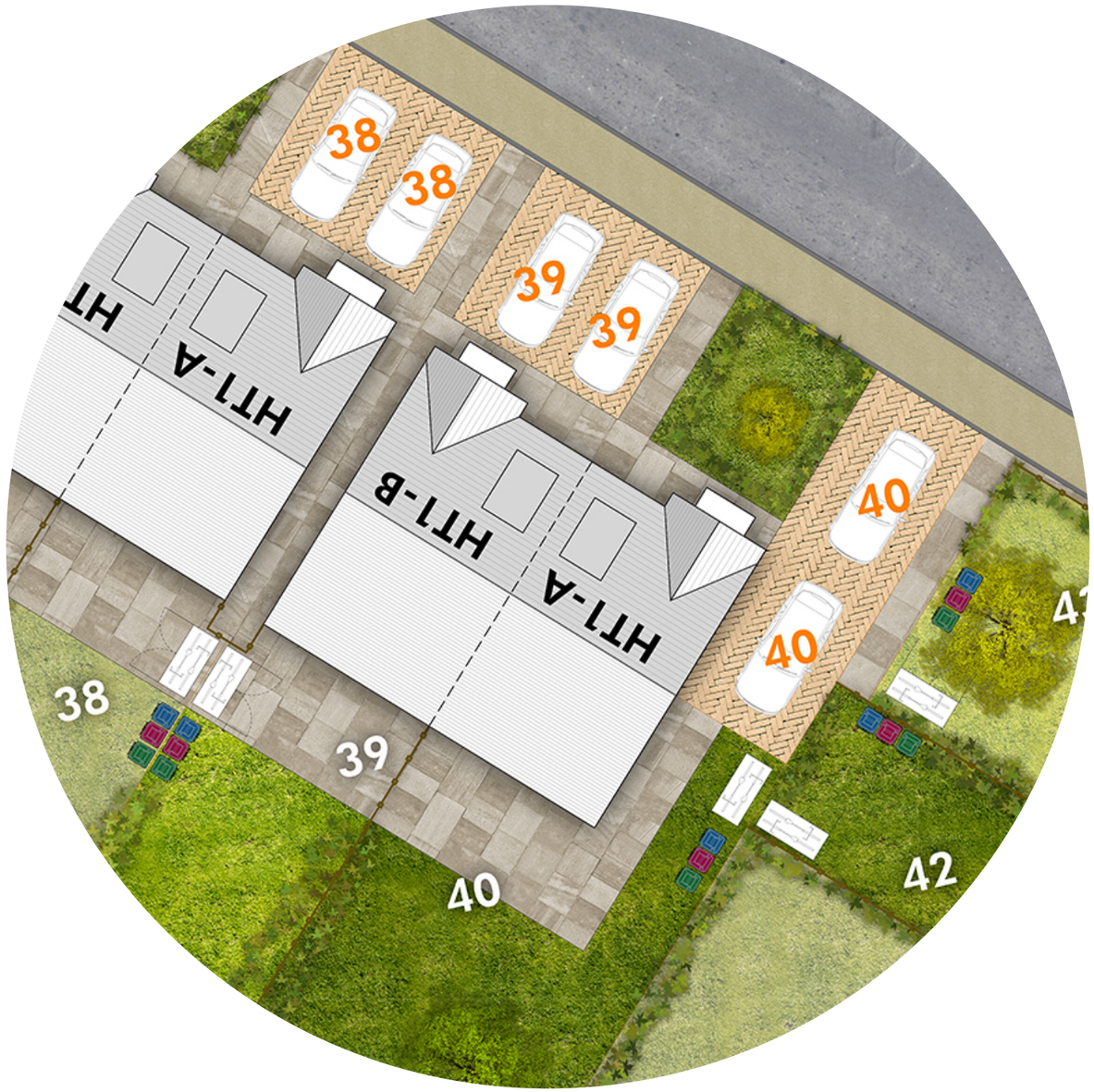


Liverpool Road (noise source)

Existing dense mature trees are to be retained. They shield the boundary fence when viewed from Liverpool Road.

Acoustic fence. Visually broken up by being half brick wall, half timber fence

Gardens to plots 33, 34, 35 & 36 are less than 10m in depth (8.8m). However their width is significantly increased to compensate. As a result they are generous is size, ranging from 91sqm to 125sqm



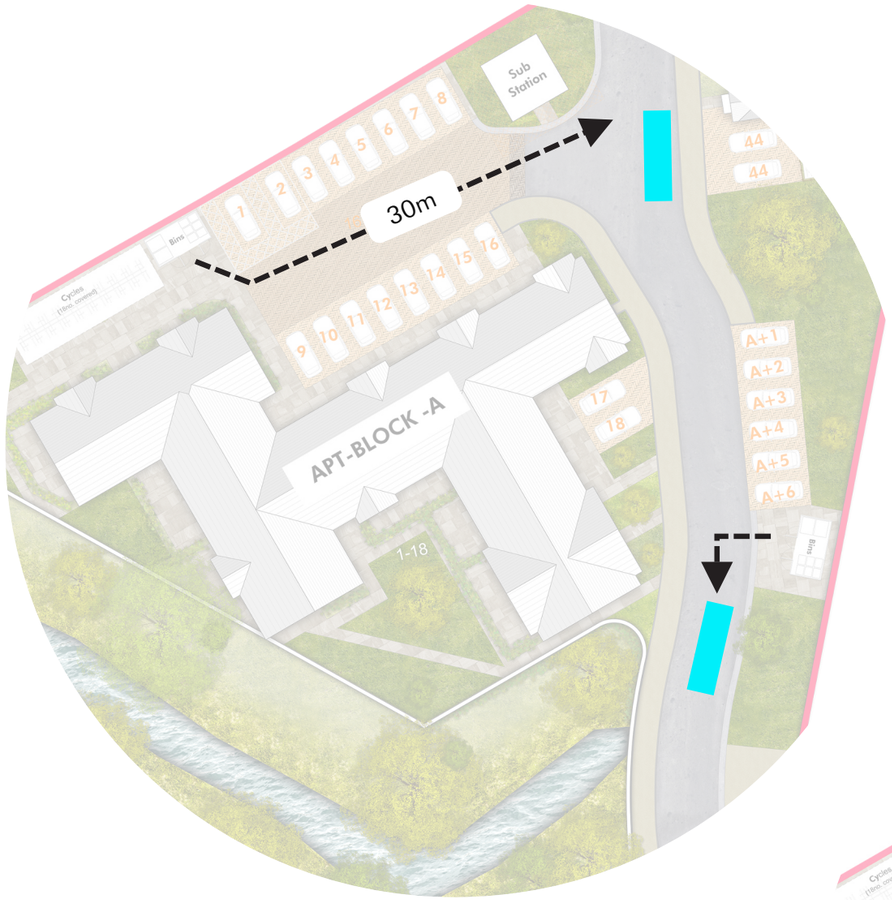
Refuse strategy - houses

•In line with local authority strategy, all houses are provided with space for three wheelie bins.

•All houses have dedicated areas within their demise for the storage of bins.

•Storage areas are out of sight of the highway, typically behind garden fences.

•No residents of houses are required to travel any further than 10m with their bins for collection



Collection Crew Accessibility

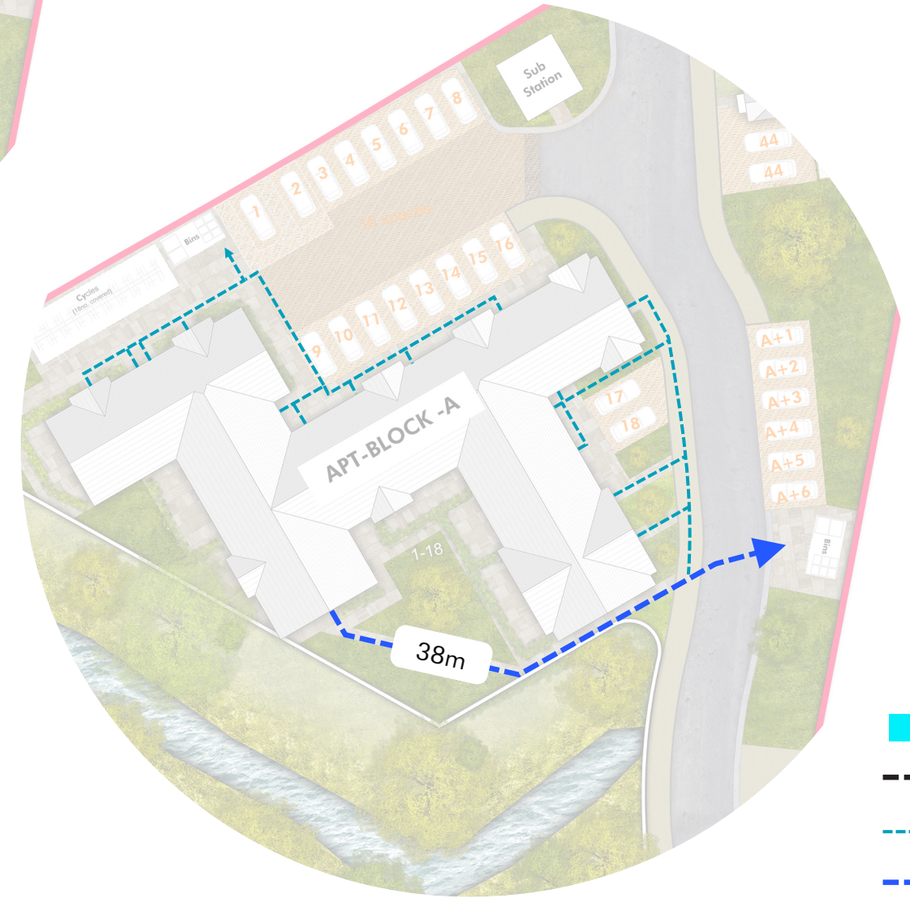
The bin store to the north of Block A is situated at a distance which enables bin trucks to pull up on the principle highway, without having to enter the car park and undertake any challenging manoeuvres. Crews are required to transport bins 30m across the car park to the point of collection.

The bin store to the south of Block A serves dwellings within the south east portion of the block, shortening the distances for residents as much as possible. The is particularly convenient for collection crews as it is accessed directly off the principle highway

Block A is provided with two bin stores. Each are easily accessible to residents as well as collection crews. They are to be timber clad, nestled within landscaping and well ventilated.

Both are located away from primary street scenes, reducing their prominence within the development.

Both are sized as to ensure adequate storage of Eurobins in line with local authority requirements.



Resident Accessibility

Refuse strategy - Block A

•In accordance with 'New Residential Development SPD', key expectations include:

a. Ensure the design of any public realm is compatible with service provision

b. Minimise waste, promote the use of reclaimed and recycled materials and facilitate the collection and recycling of waste

c. Consider the recycling of waste as part of the design, and provide full details clearly indicating any provisions to be made for recycling. Storage areas should be located out of public view in a convenient location and with sufficient space to house all current and proposed recycling bins.

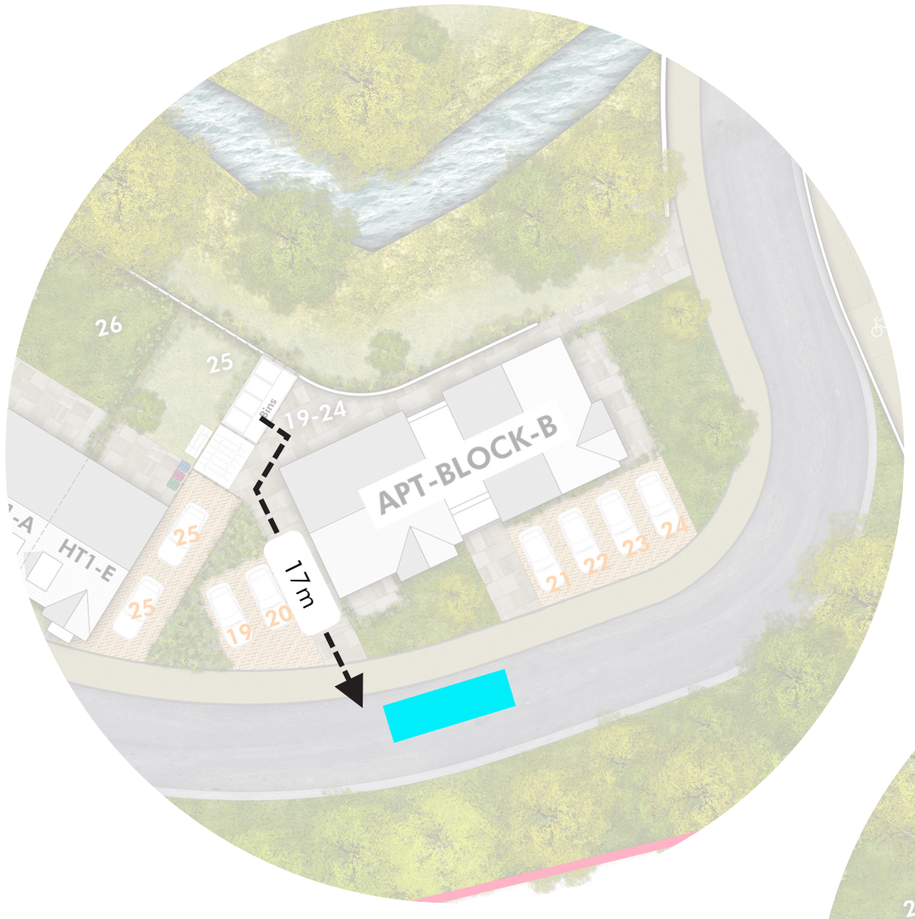
•As demonstrated opposite, the scheme has taken into account the above key considerations within the design of the refuse strategy for Block A

Bin collection truck

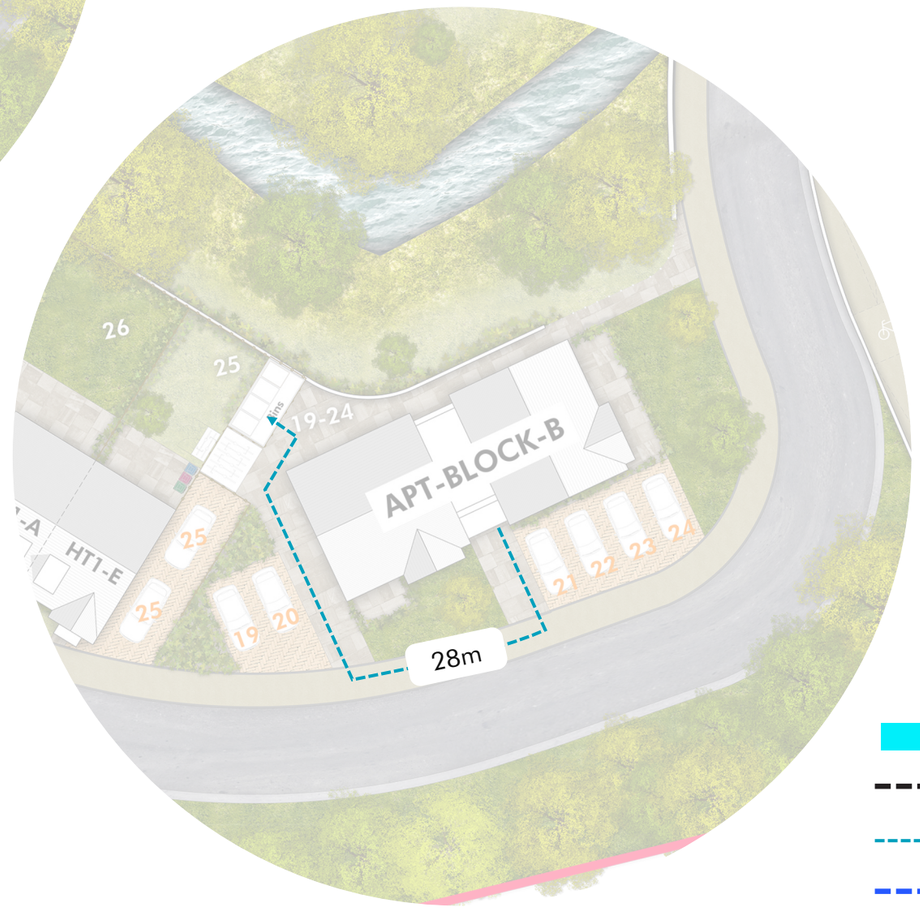
Distance from bins to collection vehicle

Most units have travel distances of 10m or less. Furthest is 30m

Furthest distance of 38m to bin store for APT A06.



Collection Crew Accessibility



Resident Accessibility

Refuse strategy - Block B

- Block B requires one bin store. It is easily accessible to residents as well as collection crews. It is to be timber clad and well ventilated.
- It is located away from primary street scene, reducing its prominence within the development.
- It is sized as to ensure adequate storage of Eurobins in line with local authority requirements.
- Block B has a communal circulation core within it, and therefore one single entrance/exit point. From this door, residents are expected to travel no more than 28m to the bin store.
- For collection crews, the bin store is easily accessible, with a travel distance of 17m from the store to the collection vehicle.

Bin collection truck

Distance from bins to collection vehicle

Most units have travel distances of 10m or less. Furthest is 30m

Furthest distance of 38m to bin store for APT A06.



Character areas

•The three smaller roads serve to create a sense of place, with shared surfaces which encourage walking, favouring the pedestrian over the vehicle.

•These distinctive areas are mini character areas within the development, each with subtly different approaches to the architecture to define them.

•This enables them to be distinct from one another, with careful choice of hard surfacing materials that aim to convey the aesthetic of shared drives. This makes for a 'clear hierarchy of street types with differing characteristics that reflect their importance, to help people find their way around' (as per 'New residential development' SPD B5.5 d)

•All stretches of road are overlooked, providing good natural surveillance.

•The scheme ensures that all houses and both apartment blocks interact with the public realm, with all key facades fronting onto the highway.







All images sourced from DK Architects Website

Precedent Projects

•In designing the scheme, thought and consideration has been paid to the study of existing precedent projects which achieve the intended outcomes of this scheme.

The Gables

Location: Crosby, Liverpool
Developer: FP Homes
Architect: DK Architects

As a recent 'Housing Design Awards' winner this scheme provides a good reference point, as it shares many of the same objectives as the Dye House project.

Material palette

•A key element of the scheme's success is the use of a high quality, yet limited, material palette throughout.

•The use of a handmade buff brick sets the scheme apart from the often ubiquitous red brick of its surroundings. This particular brick has diverse variation in its patternation, enabling the success of the elevation design which often consists of large expanses of blank walls.









All images sourced from DK Architects Website

Traditional massing, contemporary articulation

•The project is considerate of the local vernacular with its traditional pitched roof massing, instantly recognisable as a residential typology.

•Facing gables visually delineate the individual units, giving them a clear and distinctive presence along the street scene

Use of shared surface

•The scheme utilises elements of shared surfacing, with subtle changes in hard landscaping materials to denote public, private and parking spaces.

•This reduces the perceived impact of the car upon the street scene, aiming to promote walking/cycling over driving

2.5 Storey

•The scheme contains three storey house types, but with the appearance of being two storey dwellings, given their use of roof space. This gains space internally while keeping the overall height reduced and aligned with storey heights within the locality.





All images sourced from Mikail Riches website

Goldsmith St

Location: Norwich
Developer: Norwich City Council
Architect: Mikhail Riches & Cathy Hawley

As a recent winner of 'The Stirling Prize' this scheme provides a shares many of the same objectives as the Dye House project as well as being an affordable housing scheme with similar tenure mix.

Mews typology

•This scheme achieves high density, by utilising mews-type dwellings, reminiscent of terraced housing.

External amenity

•Hailed for its success in terms of community interaction, terraced housing is also criticised for its lack of external amenity.

•Successful schemes such as this are able to incorporate the many benefits of terraced housing, while providing a generous mix of private, semi-private and public external amenity spaces throughout the development.

•Public external amenity spaces are overlooked and often fronted by dwelling entrance doors. This encourages usage of the spaces while providing good natural surveillance







All images sourced from Mikail Riches website

Dual fronted corner plots

- The scheme ensures active frontages throughout the scheme.
- A defining feature of the scheme is the distinctive corner plots that ensure blank inactive elevations are kept to a minimum.



Architectural Language

•The scheme has been designed with careful consideration of the context of the local area.

•The massing of the buildings takes strong cues from common aspects of surrounding houses that help define the architecture of the area.

A Surrounding street scenes are punctuated by end of terraced properties denoting the end of the row with a protruding facing gable. This has been incorporated into the scheme with plot 43 adopting this approach.

B Simple massing with pitched roof and facing eaves line are common in the local area. This has been adopted for house type 2.



C There are also examples in the surrounding area of facing gables being used, not just at the end of a terraced row, but along the street scene to break up semi detached and terraced dwellings. The scheme utilises the same approach

D A new development just 0.5 miles along the road, utilises tall and narrow proportions, with rectangular protruding expressive elements. The scheme draws upon a similar approach for the contemporary roof dormers.



✓

Buildings of greater architectural merit have larger windows with proportions that are taller than they are wide. This brings more light into the rooms, enhancing the quality of space.



✖

Less architecturally successful buildings in the locality have generally smaller windows, typically wider than they are tall, allowing less light into the spaces and generally portraying a dated aesthetic



✖

Architectural Language

•The composition of the elevations has been informed by the local context, with proportions taking cues from the more architecturally successful local vernacular, and steering away from those less successful.

•New housing should favour larger windows allowing more daylight in, improving the quality of spaces for residents.









Architectural Language

•As explained within the existing context studies, the dominant material used in the local area is facing brick.

•The scheme therefore uses brick as its dominant material. Further studies of local buildings show that throughout the eras, elements of brickwork detailing has been a prevalent feature.

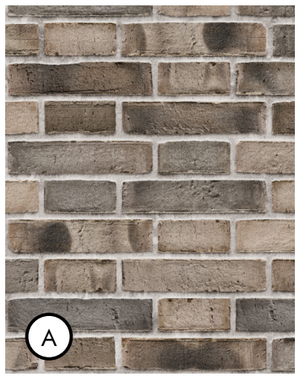
•The scheme therefore draws upon this as inspiration for the design.

Soldier course

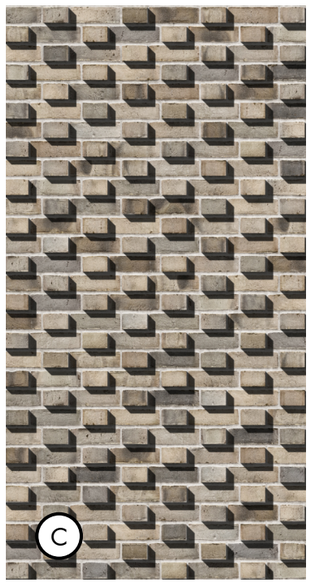
•As inspired by local examples such as those highlighted opposite, soldier coursing has been used throughout the house types and apartment elevations, as subtle references to the local vernacular

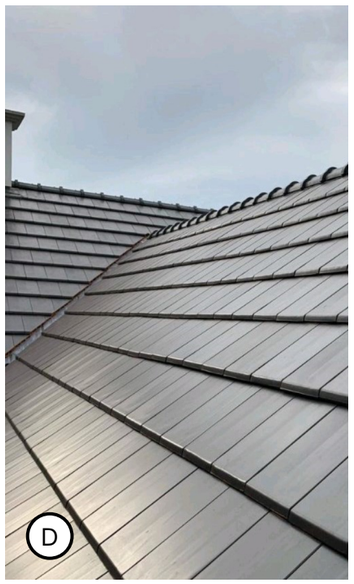
Protruding header courses

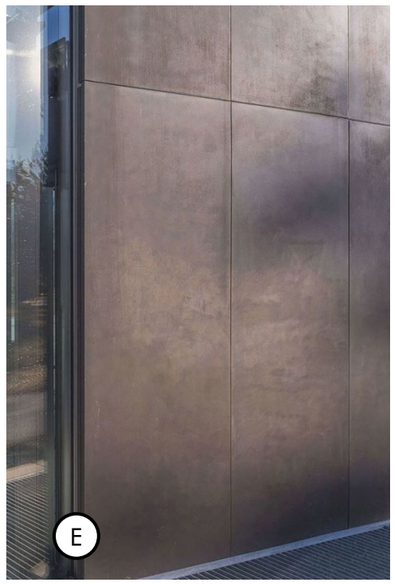
•Local examples show use of creative brickwork patterns such as protruding quoins. This scheme references this by introducing elements of protruding header courses of brickwork which also aid in breaking up expanses of brickwork.













Material Palette

•The material palette for the scheme has been carefully considered, and has been drawn up on the following basis:

•The materials are to differ from those of the adjacent Taylor Wimpey scheme, as to give the development its own identity. The Taylor Wimpey scheme is red brick with white window frames. The proposed scheme is to therefore contrast with this.

•The number of materials is to be limited and be consistent throughout the development.

•The materials are to draw reference from local vernacular

•The materials are to draw reference from selected precedent projects

A Buff brick - Wienerberger Con Mosso or Bronsgroen or similar biff brick of handmade appearance

B Buff brick as above - soldier course

C Buff brick as above - alternating protruding headers

D Grey roof tile

E Metal cladding - distressed metal effect